

Century Old Bulletin Describes Mail Service

By DOROTHY J. CLARK

Ts JAN 7 1973

An interesting addition to the files of the Vigo County Historical Society is a century-old copy of the Terre Haute Post Office Bulletin dated Jan. 1, 1873, when Linus A. Burett was postmaster. The four-page bulletin was printed by the Express Job Printing Co. A picture of the post office, located on the east side of 6th St. between Main and Ohio, is on the front cover. This building served as post office from 1871 until 1887, when the post office preceding the present building was erected at the southwest corner of 7th and Cherry Sts.

The postmaster suggested that the Bulletin be kept for future reference as "the column of offices having a different post office name from that of the town or village is especially valuable to businessmen to prevent errors in addressing letters." P. M. Burnett didn't even dream that the Bulletin would still be used for reference one hundred years later.

In 1873 the post office was open from 7 a.m. to 7 p.m., except on Sunday when it was open for one hour in the morning for the convenience of box holders. Money order and registry offices were kept open from 8 a.m. until 6:30 p.m., Sundays excepted.

The time of opening and closing mails for all train connections was outlined in the Bulletin for both daily and semi-weekly mail. Patrons were warned that only authorized employees were allowed in the mail room to put late mail in a pouch. Evidently there had been some trouble with important patrons who thought they had special privileges.

DOROTHY J.
CLARK

The postage rate in 1873 was three cents for a letter. Drop letters or city letters could be mailed for one cent if they were not delivered by carriers.

The advantage of buying stamped envelopes was great. If a patron purchases at least 500 of these pre-stamped envelopes, the return address would be printed free of charge.

From 1869 to 1872 the money order business transacted at the Terre Haute Post Office totaled \$243,847, for those issued, and \$109,259, for those paid.

The public was cautioned to be careful when addressing letters to get the proper name of the Post Office and not the local names of towns and villages. There were many towns of the same name in Indiana but there were no two post offices of the same name in any one state. Zip Code had not been invented then!

The following is a partial list of the towns and villages in this vicinity having a post office different from the name of the town.

In Vermillion County, Bono

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(Toronto), Highland (Hillsdale), Jones (St. Bernice), Sullivan County, Crys ville (Shelburn), Fairbank's (Turman's Creek), Harpersburgh (Ascension), Hymers (Shelburn), Sproats (Paxton Station).

In Fountain County, Chambersburgh (Coal Creek), Jacksonville (Wallace), Portland (Fountain).

In Clay County, Fountain (Fountain Station), Highland (Stanton), Lodi (Pratt), Newberry (Turner), Van Buren (Stanton).

In Greene County, Jonesboro (Hobbierville). In Putnam County, Nicholsonville (Fillmore). In Warren County, Milford (Poolsville). In Montgomery County, Middletown (Waynes town). In Knox County, Neck (Deckers Station); Morgan County, Sheasville (Alaska); Hendricks County, Springtown (Amo).

In Owen County, Lancaster

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(Patrickburgh), Middletown (Arney), Santa Fe (Cuba); Vigo County, Bloomtown (Nelson), Centerville (Lewis), Grant Station (Burnett), Hartford (Pimento), Lockport (Riley), Middletown (Prairie Creek), Otter Creek (Ellsworth), and Woods Mills (Seelyville).

According to statistics, the postal department showed a deficit of nearly six million dollars for the year 1872. There were 31,863 post offices in the United States employing nearly 45,000 persons. There were 251,398 miles of mail

routes in the country.

Here in Terre Haute, the post office employees in 1873 were Linus A. Burnett, postmaster; William F. Arnold, assistant postmaster; James B. Naylor, money order and registry office; Harvey E. Moore, mailing clerk; Ed A. Riehle, box clerk; Augustus Arnold, delivery clerk; and S. R. Baker, stamp clerk.

The postmaster announced that new postal maps of Illinois, Iowa and Missouri were nearly completed and could be purchased from the postmaster. The postal cards

would be issued "as soon as Congress makes the necessary appropriation."

Before the year was out, Linus A. Burnett was replaced by Nicholas Filbeck as postmaster. 1873 was a depression or "panic" year which ushered in five years of hard times. The Republicans, who had taken credit for prosperity, now got the blame for the depression. The Democrats won most of the midterm elections of 1874.

Each change of political administration in federal government brought about a

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complete change of postmasters across the country before the days of civil service status for postmasters.

Recall Train Wrecks on The Big Four Bridge

Community Affairs File

By DOROTHY J. CLARK Ts OCT 23 1973

On Friday, Oct. 28, 1892, two freight train engines collided on the Big Four Wabash river bridge.

Just before 7 o'clock that morning, a freight train running at a dangerous rate of speed plunged into the engine of another freight train on the river bridge with a crash that was heard for a mile. For an instant there was silence, then came the second crash, not so loud or startling as the first, but which carried terror to the hearts of all who knew the sound. The bridge had given away.

One span of the iron bridge constructed in 1881 had collapsed from the tremendous strain and into the river the two engines were hurled, with Engineer Wesley Allison still at his post. Several freight cars were drawn down with the engines. For some time after the crash nothing could be seen except a cloud of dust, steam and flying fragments of timbers.

When the air cleared a little hundreds of spectators rushed to the scene and stood about looking for the supposed dead and wounded. It was reported at first that all the engineers were missing as well as some of the stockmen. This was later found to be a mistake. The loss of life was limited to one brave man who stuck to his post and went down with the wreck.

Engineer Wesley Allison was the only man missing. He held the throttle on stock train No. 42 and was coming in at high speed. He saw his danger and whistled for brakes, but his signal was either too late or the brakes failed to act. The engine, No. 341, collided with No. 320, which was standing on the bridge, with sufficient force to drive it almost on top of the silent locomotive.



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Fireman Sowers, of No. 341, jumped from the engine just outside the bridge and escaped without injury. But the engineer went down with the wreck.

Engineer Flynn of No. 320, heard Allison's cry of horror as he found himself going down, and a man who lived near the scene said he saw Allison struggling in the water moments afterward, but he was unable to go to his assistance. Allison's struggles were brief and feeble. There was little doubt he had received serious injuries before he struck the water.

The entire second span of the bridge from the east side was down. Below in a confused heap were the remains of two locomotives and eight or ten cars.

Engine No. 320 was completely under water and the other engine lay at the base of the pier in a broken and confused mass. At its side lay three or four stock cars, while from above one car hung suspended from each side in a way that the slightest jar would send them down into the river.

The stock cars were loaded with cattle and the noise made by the frightened and injured animals was almost deafening. About a dozen head of cattle escaped from the wrecked cars and swam to land.

One of the waterworks employees who witnessed the collision described the scene as follows: "I heard both engines whistle. The engine of the train on this side had reached the draw and was at a standstill. The eastbound train came around the curve at what appeared to be 75 miles an hour. It was the fraction of a minute until the crash came. The flying engine seemed to jump into the air like a living monster trying to leap over an obstruction. The shock drove the motionless engine back to the other span. Then the bridge gave way and the engines parted. The second crash was deafening. It took some time for the cloud of dust and steam to subside so I could see what happened. Then I could see nothing but the piles of rubbish floating away and could only hear the hissing of the steam and the bel-lowing of the injured cattle."

Engineer Allison's body was not recovered until April 23, 1893, almost six months after the accident. The widow and

children living at Mattoon survived him.

A similar train wreck occurred some eight years later on the Big Four railroad bridge over the Wabash River here. On Feb. 23, 1900, a freight train composed of 45 loaded cars, four empties, an engine and two cabooses left Mattoon at 10 o'clock.

The freight cars were loaded with spelter, merchandise, baled cotton, bran, meal, paper wrappers, stove ovens, bulk middings, pig lead, bulk clay, lumber, corn, oil and wood.

Engineer Harry Adams, interviewed at Union Hospital where he was being treated for injuries, gave the following account: "When we came around the curve just before going on the bridge the fireman said to me 'All right,' which means that the bridge was clear. He could not get a full view of the bridge, but did not see anything that was not all right. We were going at about 10 miles an hour when the engine went on the bridge. Just as we touched it, Ruddell cried out, 'My God, look out!' I looked out the window and saw that the track was out of line and threw down my seat, expecting to jump, but the next thing I knew I felt the cold water and found myself paddling around in the water. I got a hold on something and knew that I could keep from sinking. I heard Ruddell groaning and called

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to him. He said that he was fast and burning . . . He became so weak that he could not keep his head out of water and I threw him a board. He rested his head on the board, and that is all I remember. I do not know how I got out, but they tell me that I walked on the ice, and after they pulled me on the bridge that I walked to the bank. The fireman was parboiled, I am sure, as he was jammed between the coal-gate and the fire-door. He could not move and the escaping steam must have burned him. He tried to jump when he called to me, and was out of his seat and just ready to go when he went down. The brakeman had just left the cab, and was either going over the tank or was on the first car . . . If anyone knew of the dangerous condition of the bridge they did not try to flag us."

Continued Next Week . . .

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More About Train Wrecks On the Big Four Bridge

Is NOV 4 1973 By DOROTHY J. CLARK

Last week's column told of the Big Four railroad bridge over the Wabash river here at Terre Haute and the two major disasters connected with it since it was constructed in 1881. The first big train wreck on the old iron bridge occurred between two freight trains on Oct. 28, 1892. The second wreck occurred Feb. 23, 1900, and was also between two freight trains.

Big Four Railroad Superintendent Duane (for whom Duane Yards is named) said: "The pier which gave way has been standing for nearly thirty years, and to all appearances was as good as the day it was put in. The manner in which it was undermined precluded all possibility of its condition being discovered in time to avert the accident. The water had sapped the foundations far down below the water line and until the weight of the train disclosed the fact that the structure was unsafe, we had no knowledge of it."

L. E. Short, of Mattoon, was the conductor in charge of the ill-fated train and was riding in the caboose with the brakeman when the bridge gave way.

The brakeman, with rare courage and presence of mind, sprang out on the platform and set the brakes, his action preventing the dozen or more cars left standing on the track from plunging into the river with the rest.

Conductor Short said there were 49 freight cars in the train and all fell into the river except 13. The conductor jumped as soon as the brakes were set and the brakeman did likewise, both escaping without a scratch.

Conductor Short was beginning to think he bore a charmed life, as he was in a smash-up the week before and came out unhurt. He was riding in his caboose, the same as this time, when a wreck occurred in which his car was totally demolished. Short jumped for his life and stood by while his caboose was being ground to pieces.

George Wilson, Harry Brown and Charles Williams, a trio of tramps, were in one of the middle cars when the bridge collapsed, but managed to get out unhurt. When the engine went down there was a jar which shook the entire train and the tramps sprang to their feet and looked out. They made haste in getting out and a few seconds after they reached the ground their car had plunged into the river and became a part of the wreckage under the water.

The three men were given lodging at the jail that night and left town the next morning. They said they boarded

the train at Paris and so far as they knew there were no other tramps in any of the cars.

A fortunate combination of circumstances was responsible for the fact that the loss of life was not something horrible. Train No. 11, which was the Southwestern Limited, one of the fast-flying passenger trains over the road, had or-

ders to meet Train No. 438, which accounts for the high rate of speed at which the train was running. Had he decided to take a siding west of the river to wait for the fast passenger as would not have been out of the ordinary, the Southwestern Limited, with its loaded passenger cars, would have been hurled to the bottom of the river.

Another coincidence that probably saved two lives was the breaking down of engine No. 438. When the train was ordered it had been decided to run a double-header to Terre Haute. The repairs on No. 438 could not be completed in time, hence the train was run with a single engine. The train men who escaped went to their homes at Indianapolis that night on the Knickerbocker, which was run from Paris to Terre Haute over the tracks of the T.H. & P.

Supt. W. M. Duane, of the Big Four, told a GAZETTE reporter: "We put a hundred men to work repairing the broken span of the bridge today and will put another shift of another hundred on tonight.

We expect to have the span repaired so that trains can pass over within five days. If the ice was not so bad and the weather was better we could have trains over in three days. The delay to through Big Four travel will be an hour."

The Big Four bridge wreck was the reigning sensation in town, but the sudden cold wave kept the crowds down that visited the scene. Outside of the inconvenience to Big Four travel, the loss to the company was estimated at \$100,000.

Fireman Dan Ruddell died at the hospital the night of the wreck. He was terribly injured. According to the attending physician, Ruddell was able to tell something of the accident. He told that the engineer and himself saw that the bridge was out of plumb before they struck it, and that the engineer tried his best to stop the train but they were going too fast and could do nothing.

Charles Baldwin, who had boats to rent on the river bank, and his wife tried to stop the train, as they noticed it was swaying to and fro, but they were not in time to do it, although they tried to do so.

Engineer Adams and Fireman Ruddell both lived as neighbors at Brightwood. Ruddell was caught in the gangway of the engine and pinned

down under the wreckage. He was fast against the boilerhead and his entire body was scalded from the escaping steam.

As soon as he saw the bridge was going away, Brakeman Whiteman started back on the train, but only reached the top of the tank when the crash came. He was caught between the first car and the engine and both of his legs were badly crushed.

The next morning the wrecked cars in the river caught fire from a sky rocket that was fired with a line from one side of the river to the other igniting the cotton. The flames soon spread and the fire became so threatening that it was necessary to call out the fire department to save the bridge. A car of oil and the baled cotton helped spread the fire, which hampered the wrecking crews and threatened the wagon bridge as the flaming wreckage floated downstream.

Enterprising citizens were salvaging the bales of cotton and other freight from the river and charging ten dollars a bale from the railroad. It's an ill wind that blows no good!



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History Provides Insights Into the Past and Future

Community Affairs File

13 NOV 25 1973 By DOROTHY J. CLARK

Henry Ford once expressed the opinion that "history is bunk." He could see little merit in a subject taught by "experts" who admitted they did not know all the facts about a given event and often disagreed on how to interpret the available evidence. Such fumbling, he felt, could never have produced the Model T!

Perhaps not. But the Model T is a rarity today, for the advance of automotive engineering and technology have long since displaced it. . . . To be sure, history is based on facts — events taking place at a particular time and place. But each day and year history is being made, along with new historians to interpret events.

History cannot give all the answers. But history provides information needed to understand the past and to think constructively about the future.

History follows a pattern you can recognize. There was a period when a yearning toward crusades swept countries. All over Europe people embarked on ships, they went off to deliver the Holy Land, but WHY did they go? That's the interest of history — seeing why these desires and patterns arise. It's not always a materialistic answer either. All sorts of things can cause rebellion — a desire for freedom, freedom of speech, freedom of religious worship. It led people to embrace emigration to other countries, to formation of new religions very often as full of tyranny as the forms of religion they had left behind. Around the world, across seas, up mountains . . . so goes the path of history.

In his last speech from Geneva in 1965, a week before he died, Adlai Stevenson said, "We travel together, passengers on a little space ship, dependent on its vulnerable supply of air and soil; all committed for our safety to its security and peace, preserved from annihilation only by the care, the work, and I will say the love we give our fragile craft."



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How many readers remember in 1919 everyone going about with a rapt face saying Communism was the answer to everything, that the Marxist doctrine would produce a new heaven brought down to a new earth. There were so many noble ideas flowing about. But then, you see, whom have you got to work out the ideas with? After all, only the same human beings you've always had. You can create a third world now, or so everyone thinks, but the third world will have the same people in it as the first world or the second world or whatever name you like to call things. And when you have the same human beings running things, they'll run them the same way. You've only got to look at history.

George E. McCutly, who teaches European history and the philosophy of history at Swarthmore College, believes that history is one of the least effectively taught subjects in American primary and secondary schools, a situation that exists apart from the quality of the teachers involved. History is difficult to teach to young people because it is difficult to convey a sense of the past to the inexperienced —

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those who have not lived themselves are ill-equipped even to begin to understand the lives of others.

He believes that each student should begin to study history by studying the history of his own life and his family and his community. In this way history is made more real to the student when he learns that his ancestor fought in the American Revolution, another emigrated to America because of the potato famine in Ireland, another crossed the country in a covered wagon and helped settle Indiana, and still another was a Forty Niner, or fought in the Civil War or any of the wars since that time. History can be so dull when it's merely dates and places, not people.

There are two ways one can go at the writing of history. It can be seen as a matter of aesthetics. If the writer is theologically sure of his own truth, he can decorate and adorn that truth by choosing from the myriad facts offered by events whatever he needs for convincing artistry. All events in such histories flow smoothly, irrevocably toward the conclusion the writer has known from the beginning.

Or else history can be approached as journeymen reporters generally do: as a study of men making up their minds, prisoners of their information, captives of events, forced to decision and acting either clumsily or gracefully. This latter approach does not make for neat truths or cunning analysts, but that is the way history appears, as it happens, to those who must report its junction points.

A writer of history, unless he is a chiseler, can contribute nothing to the plot of his writing; all of it is established before the author sits down to work. Thus a writer of history must be judged by his style alone — the term, to be sure, used in its widest ramifications. Style, in the case of an historical writer, is his acumen in arranging and interpreting what is already known in language that makes mere facts humanly meaningful.

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William N. Perry Owned First Vigo Co. Tannery

Is NOV 1 1973 By DOROTHY J. CLARK

According to local history the first tannery in Vigo county was owned by William N. Perry. Born at Pittsburg, Pa., in 1788, Wm. Neely Perry came to Indiana very early and located in what is now Vigo county. He bought land, 80 acres in the far south part of the county below Middletown, and became a prosperous farmer and built the first tannery here. He traded with the Indians for pelts, shipping the leather to New Orleans and Chicago on flat boats. The tax rolls of 1828 show Perry had one horse and two oxen.

Files of the old town records are fairly filled with the appointment of committees to investigate tanneries as to their effect on the health of the town or their being complained of as nuisances, etc. The dressing of the skins of fur-bearing animals and the finishing of the leathers at the tanneries lent a certain "atmosphere" to the growing towns.

William N. Perry married K. Catheryn McClure in 1820. She was born in 1800 in Cynthiana, Kentucky, and lived there until age 11 when she came to Lawrenceville, Ill., to make her home with an uncle. Here she met and married Mr. Perry. History says her mother was a Cherokee Indian. Some say her name was White Cloud and she was full-blooded and others say half-blooded. They had 11 children: John O., Nancy, Emily, Eliza, Sarah, Mary, Rachel, Oliver H., Frances Ann, Jane, Angeline and Jno. H. Three of the girls, Nancy, Sarah and Mary married Pogue brothers, John, Albert and Hiram.

William N. Perry, the first tanner, died in 1851 and is buried in Pleasant Green Cemetery on the road south of John Pogue's farm turning east at the first road going to Scott City and Shelbyville.



DOROTHY J. CLARK

Mrs. Perry died in 1871 at the home of her daughter Nancy Pogue at Shelbyville, Ill., and is buried at Antioch Cemetery. All female descendants of this Wm. N. Perry are eligible for membership in DAR through his father William Perry, a Lt. Col. in the Westmoreland County, Pennsylvania Militia during the Revolutionary War.

The tanning of animal skins was one of man's earliest crafts. The skin was preserved so that he might use it for clothing, shelter and utensils. Sometimes the hair was kept on the hide, but usually it was removed.

Through the centuries the process has changed from the primitive method of salting, drying and manipulating the hide to soften it. The work was carried on in the tribes or families until tanning followed other home crafts and became

a commercial industry. Tanneries were built where water power was available to turn the large water wheels. These turned the grinders to grind the tan bark and furnished water for the pumps to carry the tanning liquor through the vats where the hides were cured for almost a year. Now this method of tanning has been replaced by more

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but it takes time and hard work."

Many a leather craftsman still misses the texture and pungent odor of the hand-tanned leather and is willing to improvise ways of making it. One man secured three heavy barrels to substitute for the vats where the hides were soaked. According to this tanner, "Tanning is very simple, takes time and hard work."

"A heavy steer hide requires a year or more, but a calf or deer hide may be made into leather in eight or nine months. Hides are secured now from farmers, butchers, or at slaughter houses and should be used as soon as possible after their removal from the animal."

First the hide is soaked in lime water made of 30 lbs of slacked lime and 10 gallons of water. This requires from 4 to 12 hours. After this the hair is loose and together with any flesh on the inside of the hide is scraped off with a dull knife. To do this, the skin is spread over a curved surface, possibly a smooth peeled log. The tanner must be careful not to cut the skin.

When the hair and flesh are removed, the skin is next immersed in the tanning liquor. Weak liquor is used at first, a solution of water and oak bark made by using about five pounds of bark to each gallon of water.

The bark was sometimes hand-ground in an old grinder, sometimes ground by water power, and sometimes ground at a mill. The oak bark was peeled from live oak trees in the spring when the sap was rising. Later an "extract" could be purchased commercially which would serve the purpose.

The old tanner told how the three large vats were sunk in the ground and filled full of oak "liquor." The first contained the weakest solution and the other two were progressively stronger. The hides were left in the weak liquor about a month. Then they were moved into the second vat, and after two or three months were moved into the last one. Using three large barrels of the solutions, one steer hide at a time could be tanned.

When the hide was sufficiently tanned it was removed and allowed to dry. Here is where the work really began. Again the hide was scraped with a shaver to give it a more uniform thickness and finish. "Dubbin," to use the tanner's terminology, was rubbed into the hide as it was worked. This softened the leather. Dubbin is a combination of equal parts of neat's foot oil and tallow. After the shaving, a further finish was added by rubbing the leather with a smooth stone.

Although most of the leather from the old tanneries was light tan, some of it was black. This was done by applying a solution made by soaking scraps of iron and copperas in some of the tanning liquid. Copperas is crystallized ferrous sulphate. Before putting this on the hide, the area was washed with water and household soda and allowed to dry. The dye was patted on with a cloth and when the color had penetrated about half the thickness of the leather, dubbin was rubbed on to stop the dye from going deeper. A final polish with the stone, and the fine leather would repay the year of work and care.

Many of today's fine leather craftsmen have taken up the old craft of tanning their own leather — complete with the "atmosphere" of the old days!

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In Past Days, Permanence Was the Ideal in Building

By DOROTHY J. CLARK Is NOV 11 1973

In the past, permanence was the ideal. Whether engaged in handcrafting a pair of boots or in constructing a church, all man's creative and productive energies went toward making a durable and lasting product. Man built to last. He had to. As long as the society around him was relatively unchanging each object had clearly defined functions, and economic logic dictated the policy of permanence. Even if they had to be repaired now and then, the boots that cost \$50 and lasted ten years were less expensive than those that cost \$10 and lasted only a year.

In 1955 eight percent of new housing starts were apartments. In 1961 this percentage had risen to 24 percent. In 1969 for the first time in the United States more building permits were being issued for apartment construction than for private homes. Apartment living, let's face it, is "in." Young people want "minimum-involvement housing."

The average car owner in America keeps his car 3½ years. He has 20 to 50 different cars in his lifetime. Car rental is the big thing now. In fact, everything can be rented now.

This is decided contrast to what it was like in our city in 1850. According to the TERRE HAUTE JOURNAL the City Hotel was nearly completed on Third street. During the summer a company of six citizens erected on the site of what was formerly known as Dutch Row on the corner of Fourth and Wabash. Union Row was the name given to the new building which fronted on Wabash, 140 feet, three stories high, and contained seven large business rooms on the first floor, with large and dry cellars under each one. Merchants moved in to the new buildings as soon as they were completed. Messrs. Warren & Markle and L. Ryce, Dry Goods dealers; and Ludowici & Hulman, wholesale grocers, were the first tenants. The building had a cast-iron front and was thoroughly fireproof.

The upper floors were finished as offices. The JOURNAL newspaper offices moved into the "third floor of Union Row, corner of Fourth street and the National Road, with the entrance on Fourth street."



DOROTHY J. CLARK

In August, 1851, the TERRE HAUTE JOURNAL again reported that "it is a sight for sore eyes to look about and observe the various improvements in progress among us. The Phoenix Row, extending from Union Row to Market street, has risen from the ashes of Lord's corner, and 'Scott's Row,' the largest and finest edifice in town. It is in height three stories with an attic; the lower story is divided into eight store-rooms with iron fronts cast in Terre Haute; which will soon be ready for use, and all of which have been bespoke in the third story of the building is the most spacious Concert Hall in town. The room is about 37 by 64 feet and about 17 feet from floor to ceiling.

"Almost adjoining this building on Market street, is Mr. Routledge's three-story building of 40 feet front, and finished in handsome style. Nearly opposite is the new two-story brick building erected by J. M. Tolbert and J. Baird, which will soon be occupied as a tobacconist establishment and tin factory.

"The finest business house
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in town is Bement's new store on the corner of Wabash and First streets. This building is three stories high and 40 feet front by 100 feet in depth, and finished in the handsomest and most substantial manner.

"At the Depot ground of the railroad, two new buildings have been erected, and the materials are collecting for the erection of the company's depot, which will be about 400 feet in length when finished."

"John Britton & Co. have erected a spacious warehouse at the Canal Basin, the third warehouse built within the year. But to estimate justly the rapid growth of our town it would be necessary to pass from one extremity to another

and note the great number of residences and other buildings, large and small, erecting in every direction."

"Within the past 12 months, nearly 200 houses have been built within the town, and the demand for houses is constantly on the rise. Rents are extremely high, no sooner is it known that a dwelling will be vacated than a score of applicants are ready to take possession. The present is a harvest time for mechanics of every description, and the demand for laborers is greater than the supply."

The conditions of housing and building in 1851 compare with the present times some 122 years later. The new buildings of 1851 lasted well over a century before being razed in the Urban Redevelopment projects. The wrecking firms can testify how well-built they were and how well they stood up to the years of all sorts of tenants, businesses, remodeling, etc. Permanence was the ideal of all mechanics worthy of their hire in those bygone days.

What can we expect of modern times when there are paper wedding gowns with full trains out of which the bride can make kitchen curtains! Small children play with Barbie dolls that have a trade-in value when the old one gets

worn from changing its expensive little handmade garments that cost the parents an arm and a leg.

To point out this idea of permanence and how it has disappeared from the present day world, I'm reminded of the example of the child in still unfamiliar surroundings in the new neighborhood in which her family has moved. The child was sent to a nearby supermarket, missed it by a block, and came home to report that the market must

have been bulldozed because it was not there. This child was so used to impermanence that instead of realizing she might have gone to the wrong location, she chose to believe the market was already torn down!

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Is NOV 1 1973 By DOROTHY J. CLARK

According to local history the first tannery in Vigo county was owned by William N. Perry. Born at Pittsburg, Pa., in 1788, Wm. Neely Perry came to Indiana very early and located in what is now Vigo county. He bought land, 80 acres in the far south part of the county below Middletown, and became a prosperous farmer and built the first tannery here. He traded with the Indians for pelts, shipping the leather to New Orleans and Chicago on flat boats. The tax rolls of 1828 show Perry had one horse and two oxen.

Files of the old town records are fairly filled with the appointment of committees to investigate tanneries as to their effect on the health of the town or their being complained of as nuisances, etc. The dressing of the skins of fur-bearing animals and the finishing of the leathers at the tanneries lent a certain "atmosphere" to the growing towns.

William N. Perry married K. Catheryn McClure in 1820. She was born in 1800 in Cynthiana, Kentucky, and lived there until age 11 when she came to Lawrenceville, Ill., to make her home with an uncle. Here she met and married Mr. Perry. History says her mother was a Cherokee Indian. Some say her name was White Cloud and she was full-blooded and others say half-blooded. They had 11 children: John O., Nancy, Emily, Eliza, Sarah, Mary, Rachel, Oliver H., Frances Ann, Jane, Angeline and Jno. H. Three of the girls, Nancy, Sarah and Mary married Pogue brothers, John, Albert and Hiram.

William N. Perry, the first tanner, died in 1851 and is buried in Pleasant Green Cemetery on the road south of John Pogue's farm turning east at the first road going to Scott City and Shelbyville.



DOROTHY J. CLARK

Mrs. Perry died in 1871 at the home of her daughter Nancy Pogue at Shelbyville, Ill., and is buried at Antioch Cemetery. All female descendants of this Wm. N. Perry are eligible for membership in DAR through his father William Perry, a Lt. Col. in the Westmoreland County, Pennsylvania Militia during the Revolutionary War.

The tanning of animal skins was one of man's earliest crafts. The skin was preserved so that he might use it for clothing, shelter and utensils. Sometimes the hair was kept on the hide, but usually it was removed.

Through the centuries the process has changed from the primitive method of salting, drying and manipulating the hide to soften it. The work was carried on in the tribes or families until tanning followed other home crafts and became

a commercial industry. Tanneries were built where water power was available to turn the large water wheels. These turned the grinders to grind the tan bark and furnished water for the pumps to carry the tanning liquor through the vats where the hides were cured for almost a year. Now this method of tanning has been replaced by more

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Dorothy Clark

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but it takes time and hard work."

Many a leather craftsman still misses the texture and pungent odor of the hand-tanned leather and is willing to improvise ways of making it. One man secured three heavy barrels to substitute for the vats where the hides were soaked. According to this tanner, "Tanning is very simple, takes time and hard work."

"A heavy steer hide requires a year or more, but a calf or deer hide may be made into leather in eight or nine months. Hides are secured now from farmers, butchers, or at slaughter houses and should be used as soon as possible after their removal from the animal."

First the hide is soaked in lime water made of 30 lbs of slacked lime and 10 gallons of water. This requires from 4 to 12 hours. After this the hair is loose and together with any flesh on the inside of the hide is scraped off with a dull knife. To do this, the skin is spread over a curved surface, possibly a smooth peeled log. The tanner must be careful not to cut the skin.

When the hair and flesh are removed, the skin is next immersed in the tanning liquor. Weak liquor is used at first, a solution of water and oak bark made by using about five pounds of bark to each gallon of water.

The bark was sometimes hand-ground in an old grinder, sometimes ground by water power, and sometimes ground at a mill. The oak bark was peeled from live oak trees in the spring when the sap was rising. Later an "extract" could be purchased commercially which would serve the purpose.

The old tanner told how the three large vats were sunk in the ground and filled full of oak liquor. The first contained the weakest solution and the other two were progressively stronger. The hides were left in the weak liquor about a month. Then they were moved into the second vat, and after two or three months were moved into the last one. Using three large barrels of the solutions, one steer hide at a time could be tanned.

When the hide was sufficiently tanned it was removed and allowed to dry. Here is where the work really began. Again the hide was scraped with a shaver to give it a more uniform thickness and finish. "Dubbin," to use the tanner's terminology, was rubbed into the hide as it was worked. This softened the leather. Dubbin is a combination of equal parts of neat's foot oil and tallow. After the shaving, a further finish was added by rubbing the leather with a smooth stone.

Although most of the leather from the old tanneries was light tan, some of it was black. This was done by applying a solution made by soaking scraps of iron and copperas in some of the tanning liquid. Copperas is crystallized ferrous sulphate. Before putting this on the hide, the area was washed with water and household soda and allowed to dry. The dye was patted on with a cloth and when the color had penetrated about half the thickness of the leather, dubbin was rubbed on to stop the dye from going deeper. A final polish with the stone, and the fine leather would repay the year of work and care.

Many of today's fine leather craftsmen have taken up the old craft of tanning their own leather — complete with the "atmosphere" of the old days!

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Community Affairs File

In Past Days, Permanence Was the Ideal in Building

Community Affairs File

By DOROTHY J. CLARK

Is NOV 11 1973

In the past, permanence was the ideal. Whether engaged in handcrafting a pair of boots or in constructing a church, all man's creative and productive energies went toward making a durable and lasting product. Man built to last. He had to. As long as the society around him was relatively unchanging each object had clearly defined functions, and economic logic dictated the policy of permanence. Even if they had to be repaired now and then, the boots that cost \$50 and lasted ten years were less expensive than those that cost \$10 and lasted only a year.

In 1955 eight percent of new housing starts were apartments. In 1961 this percentage had risen to 24 percent. In 1969 for the first time in the United States more building permits were being issued for apartment construction than for private homes. Apartment living, let's face it, is "in." Young people want "minimum-involvement housing."

The average car owner in America keeps his car 3½ years. He has 20 to 50 different cars in his lifetime. Car rental is the big thing now. In fact, everything can be rented now.

This is decided contrast to what it was like in our city in 1850. According to the TERRE HAUTE JOURNAL the City Hotel was nearly completed on Third street. During the summer a company of six citizens erected on the site of what was formerly known as Dutch Row on the corner of Fourth and Wabash. Union Row was the name given to the new building which fronted on Wabash, 140 feet, three stories high, and contained seven large business rooms on the first floor, with large and dry cellars under each one. Merchants moved in to the new buildings as soon as they were completed. Messrs. Warren & Markle and L. Ryce, Dry Goods dealers; and Ludowici & Hulman, wholesale grocers, were the first tenants. The building had a cast-iron front and was thoroughly fireproof.

The upper floors were finished as offices. The JOURNAL newspaper offices moved into the

"third floor of Union Row, corner of Fourth street and the National Road, with the entrance on Fourth street."



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In August, 1851, the TERRE HAUTE JOURNAL again reported that "it is a sight for sore eyes to look about and observe the various improvements in progress among us. The Phoenix Row, extending from Union Row to Market street, has risen from the ashes of 'Lord's corner' and 'Scott's Row,' the largest and finest edifice in town. It is in height three stories with an attic; the lower story is divided into eight store-rooms with iron fronts cast in Terre Haute, which will soon be ready for use, and all of which have been bespoke in the third story of the building is the most spacious Concert Hall in town. The room is about 37 by 64 feet and about 17 feet from floor to ceiling."

"Almost adjoining this building on Market street, is Mr. Routledge's three-story building of 40 feet front, and finished in handsome style. Nearly opposite is the new two-story brick building erected by J. M. Tolbert and J. Baird, which will soon be occupied as a tobacconist establishment and tin factory."

"The finest business house

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in town is Bement's new store on the corner of Wabash and First streets. This building is three stories high and 40 feet front by 100 feet in depth, and finished in the handsomest and most substantial manner.

"At the Depot ground of the railroad, two new buildings have been erected, and the materials are collecting for the erection of the company's depot, which will be about 400 feet in length when finished."

"John Britton & Co. have erected a spacious warehouse at the Canal Basin, the third warehouse built within the year. But to estimate justly the rapid growth of our town it would be necessary to pass from one extremity to another

and note the great number of residences and other buildings, large and small, erecting in every direction."

"Within the past 12 months, nearly 200 houses have been built within the town, and the demand for houses is constantly on the rise. Rents are extremely high, no sooner is it known that a dwelling will be vacated than a score of applicants are ready to take possession. The present is a harvest time for mechanics of every description, and the demand for laborers is greater than the supply."

The conditions of housing and building in 1851 compare with the present times some 122 years later. The new buildings of 1851 lasted well over a century before being razed in the Urban Redevelopment projects. The wrecking firms can testify how well-built they were and how well they stood up to the years of all sorts of tenants, businesses, remodeling, etc. Permanence was the ideal of all mechanics worthy of their hire in those bygone days.

What can we expect of modern times when there are paper wedding gowns with full trains out of which the bride can make kitchen curtains! Small children play with Barbie dolls that have a trade-in value when the old one gets

worn from changing its expensive little handmade garments that cost the parents an arm and a leg.

To point out this idea of permanence and how it has disappeared from the present day world, I'm reminded of the example of the child in still unfamiliar surroundings in the new neighborhood in which her family has moved. The child was sent to a nearby supermarket, missed it by a block, and came home to report that the market must

have been bulldozed because it was not there. This child was so used to impermanence that instead of realizing she might have gone to the wrong location, she chose to believe the market was already torn down!

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Community Affairs File

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Jockey Alley Memories Added to Museum Tapes

TS JAN 14 1973

By DOROTHY J. CLARK

Several months ago I wrote about Jockey Alley and the people who lived there before slum clearance changed the area so drastically. Letters came in telling more about the infamous Jockey Alley, and the one from Roy S. Gardner, West Terre Haute, was full of his memories of that particular neighborhood.

Gardner remembered the huge tree which stood at the alley between 1st and 2nd streets on Cherry Street in 1910. He was only a boy then and imagined it to be the "spreading chestnut tree" in Longfellow's poem about the blacksmith. He watched the smithy shape horseshoes and fit tires on the smoking rims of the buggy and wagon wheels.

According to Gardner, "a woman named Annie Porter and her husband Steve lived at 1st and Cherry streets. Her daughter Violet lived in the three-story brick on Main Street. The Porter boys traded horses and ran them up and down the road to show them off. One day Tom Porter bought a horse for \$90 and sold it the same day for \$95, believing that five dollars was not made every day."

There were several men in the Porter family — Tom, Kale, Steve, Homer, Frank, and Joe who lived in Tacoma, Washington. Gardner's father married into the Porter family.

Gardner's letter told of the flourishing "red light district," the Social Settlement on North 1st St. "where the girls learned how to sew," and a little farther to the

north a man named Captain Stahl managed the Light House Mission. He was described as "small, but a fluent speaker." Gardner's mother and a woman named Matt Maples used to attend services there.

He remembered the match factory on North 3rd St. where both men and women worked. Cherry Street was paved with wooden blocks, supposed to be more quiet than bricks. The rich people who lived along there did not want the noise.

As a boy, Gardner remembered playing such games as "Blanky," "Lie-Low" and "Blackman" under the gas lights in the 1st St. neighborhood. He noted that "Blackman" is the same game the Russians play now.



DOROTHY J.
CLARK

"You first choose sides equal like a ball team. Then all of one side hide out individually; all of the other side goes to hunt them. Whoever is found must join in with the finders and help hunt the others. When all have been found, they change sides, etc."

He could remember the first few automobiles in the city, and was in the second grade before he saw one.

"Patrick Sullivan owned a grocery and feed store at the corner building with C. D. Denning and his saloon, a

three-story brick. My uncle Charley Purdy was an actor with the Benny Van Hook's Show."

Gardner saw the Wild West shows all around the Courthouse and the large watering trough on 2nd Street. "us kids saw things there they would not allow in a show now, but they were beautiful. They had the money and the finery and golden harness glistened. Charley's father worked for George Dodson who ran a junk store at 2nd and Walnut streets in 1902. George Broadhurst had a coal office in the old Patton house on South Third Street."

Gardner reminisced about the horrible lynching at the river bridge, the train wrecks on the railroad bridge, early cyclones that washed all the water out of the river channel to one side, and the old covered wooden bridge before it was replaced with the present bridge and the temporary bridge at the foot of Ohio Street which the flood waters washed away.

He recalled that his father worked on the paving of the West Terre Haute grade. When Donn Roberts paid off the men in worthless "scrip" his father, who could not read, made Roberts pay him off in real money.

Team Lost

Gardner's grandfather, Weuster Evans, lost a team of black horses when they were cutting ice on the river to store it until summer.

He told of the young man, Tom Jeffers, who piloted a steamboat on the Wabash River. When he applied for the job they asked him if he knew where all the stumps and stones were in the channel. He replied in the negative and was told that was a requirement for the job. After thinking it over, Tom told the boat owners that he knew where the stumps and stones were not at! He got the job.

Gardner remembered old Jeff Fink and his brother who ran a lunch stand on Main Street. The boys were continually being run out of the establishment. They had their pictures taken at a photographer's shop in a boat house on the southwest corner of First and Main.

He remembered when Krogers ran a grocery store in Taylorville purchased from Tom and Homer Porter. The 1913 flood just about wiped out the town when the water ran a foot deep at the city dump over the West Terre Haute grade. His family braved the 31-foot swollen river in a john boat to rescue a 100 pound bag of potatoes from their house. The water was three feet deep in the house.

As a boy he remembered the logging boat called the "Old Roy II" and the wide barges pulled by mules on the tow path by 100 foot ropes or cables. The Gardner family lived close to the tow path and the old Indian Orchard Burying Ground. He played marbles and spun tops on the old tow path.

There are many senior citizens in this area, long-time residents, who could tell so much about the early days. The Vigo County Historical Society, 1411 S. 6th St., would like to record some of these memories on tape in their Oral History program. May they hear from you?

Community Affairs File

Few Clues Prove City Was Incorporated in 1832

By DOROTHY J. CLARK Ts JAN 21 1973

No records exist of a town government prior to 1838. There is nothing to show that there was a borough government between 1816 and 1832 except one isolated record. There were probably no such officers as a borough president because when Henry Clay visited Terre Haute in 1831 and was received with all possible honor, the only officials among the citizens on the reception committee were county officers, none to represent the town.

The only clues to show that there was some town organization, were the actions of the county commissioners turning the court house square over to the citizens to "embellish as they pleased," and the fact that small parts of town lots were sold at public sale to satisfy delinquent town taxes. Only pieces of lots were sold as the delinquencies amounted to only a few dollars at most.

Terre Haute was incorporated as a town by act of the legislature on Jan. 26, 1832. The following March the citizens held a meeting at the court house and divided the town into five wards. A trustee was elected for each: James Warren, James B. McCall, Thomas Houghton, James Ross and Wm. Herrington. These men were the first councilmen of the town of Terre Haute. They in turn elected the first municipal officers: James B. McCall, president; James T. Moffatt, clerk; Charles G. Taylor, assessor; Samuel Crawford, treasurer, and Wm. Mars, constable and collector. This system lasted until 1838 when a charter was secured from the legislature for the election of a mayor and councilmen.

On May 10, 1838 the Board of Trustees held its first meeting. Trustees included: Robert Wallace, Jacob D. Early, James B. Edmunds, Ransom Miller, Theron A. Madison, Russel Ross, Thomas Houghton, Curtis Gilbert, John F. Cruft and Amory Kinney. The last resigned in August and Thomas Desert was elected to fill his unexpired term in the Fifth Ward.

Officers in the Town were Elijah Tillotson, president or mayor of the board of trustees; Charles T. Noble, clerk; Britton M. Harrison, assessor and marshal; Samuel Crawford, treasurer; and John Britton, surveyor.

Elijah Tillotson only served from May 10 to Oct. 18 when Dr. Marcus Hitchcock was elected. He in turn resigned and Britton M. Harrison was elected mayor in June, 1839. On Dec. 3 Charles T. Noble resigned as clerk and W. D. Griswold was elected to fill his unexpired term. Public office was an unpaid, time-consuming, public trust in those early days, not the political plum with fringe benefits it has become in later years.



DOROTHY J. CLARK

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Dorothy Clark

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was listed in the 1829 census as head of the household of 3 males and 2 females; his daughter, Eliza "Lizzie" Tillotson, was a school teacher; a daughter Nancy married Ruphus Brown in 1832; a son Rodney learned the jeweler's trade and continued the little shop on the west side of First street between Poplar and Ohio streets which had a bow window

It was difficult to learn much about the personal lives of the first five city fathers. Judge Elijah Tillotson (1791-1877) was one of the first, if not the first, jeweler here. He came here as early as 1819, helped charter Masonic Lodge No. 19; served as a petit juror in 1823; served as bond receiver in 1826; bought and sold land before 1830; served as first school trustee in 1827;

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THE TRIBUNE-STAR, TERRE H.

displaying all sorts of watches.

Charles Thomas Noble was born in Massachusetts in 1801, coming here in 1823. He was one of our first teachers, and taught the first Sunday school class. He married Elizabeth L. Herring and we know of two children: Charles T., Jr. and Mary W. Noble who married Louis Phillip Seeburger. The 1835 census listed his family as 2 males over 10, 3 females over 10, and 2 males under 10.

Noble took the census in

1829 when there were 63 families of 558 inhabitants in the town. In 1835 a bet of \$15 on a side was made on the population. One contended that the town had a population of 1,500; the other that it did not. Mr. Noble took the census and found 183 families and a population of 1,200. He won the bet for his labor. He served as collector, recorder, and county clerk for many years.

Britton M. Harrison came here as early as 1818. In 1823 he was a partner in Harrison & Wilson groceries. In 1830 he

was a partner with Henry Allen. In 1823 he married Adaline Allen, daughter of the early settler Peter B. Allen. They had three children: George, Porter and Edward.
Harrison's Watch

Harrison's great-granddaughter, Miss Ruth Adamson, gave an interesting relic with a remarkable history to the local museum. It is a gold watch, stem-winding, hunting case, Libero-pool make, inscribed with the date 1828 and the name "B. Harrison." Harrison & Son had an establishment on Water Street north of the Big Four Railroad where they made soap and candles. In 1858 Mr. Harrison lost his watch. In 1903 while the bridge builders were sinking the coffer dams for the stone piers of the new Big Four bridge a workman found the gold watch 32 feet below the bottom of the river near the bank. The name inscribed on it proved it to be the watch lost by Mr. Harrison 45 years before. It had been dropped nearer the bank than when found, for as time passed the river encroached and what was land became river, and the gravel and sand swept by the current into eddies below the bend had buried the watch deep under clay, gravel and sand where it was found. The outer hunting case was in good order, though the gold was dull. The enamel of the face had gone, the minute and second hands had disappeared, and a very small hour hand had remained.

Described as a very bustling man he was considered very eccentric, but honest and truthful in business. He served as mayor, justice of the peace, councilman, president of the volunteer firemen's association, and inspector of salt for the county in 1842.

Samuel Crawford was born in 1802 in County Antrim, Ireland. He came to America in 1822 and lived in Louisville, Ky. before coming to Terre Haute. He married Elizabeth Cunningham, daughter of Francis Cunningham, pioneer settler and first postmaster. Samuel and his older brother John ran a successful mercantile business here for many years. He became secretary, then president of the T. H. & R. Railroad from 1852 until his death in 1857. His wife died in 1841. His only survivor was Frank Crawford. Samuel Crawford served as treasurer of the town for nearly 20 years. He was a director of the Terre Haute Drawbridge Co.; on the building committee for the

(over)

Vigo County Seminary and trustee 1847 to 1850; a director of the Branch Bank of the State Bank here in 1834; a councilman; member of a volunteer fire engine company; and map maker for the town in 1831.

John Britton came here in 1817, spent most of his life in Terre Haute and was one of the well-to-do public spirited citizens of the town. When he first came to town from Vincennes he lived with Daniel Barnes in his small log cabin on Section 16 at the edge of the prairie, not far from Woodlawn Cemetery.

In 1818 he was listed as a "tailor" but he surely did not have time to follow his trade. He served as "lister"; petit juror; charter member of Masonic Lodge No. 19; one of ten original members of Central Presbyterian Church in 1828; county surveyor; constable of Harrison township; and many times married.

In 1819 he married Harriet Allen, the same day Curtis Gilbert married her sister Catherine. In 1826 he married Eliza Roach; and in 1830 to Catharine Croy.

As early as 1846 he had established Britton & Company, forwarding and commission merchants, with the warehouse at First and Eagle streets on the canal basin. In the Fifties the "old Britton warehouse" was located on the canal basin and was the landing place and pier for the canal boats.

Known as a magistrate and librarian, he kept the first county library. Described as a rather plain in manner and speech, it was said that at a trial before him, a man by the name of Leatherman jumped up and exclaimed: "So and so swears to a d---d lie." Squire Britton then, in an excited voice said: "John Leatherman, I fine you \$5 for swearing, by G-d."

Mr. Britton was very fond of fancy gardening and his brick home built in 1825 at First and Poplar streets was a show place of flowers and landscaping.

These, then, were the five men who were responsible for our town government in 1838—Elijah Tillotson, mayor; Charles T. Noble, clerk; Britton M. Harrison, assessor and marshal; Samuel Crawford, treasurer, and John Britton, surveyor.

TS FEB 4 1973

First Indiana Prison Was Established in 1821

Community Affairs File

By DOROTHY J. CLARK

The first penal institution of importance in the State of Indiana was known as the "State Prison South," located at Jeffersonville. It was established in 1821 and was the only prison until 1859. Before that time it was customary to resort to the old-time punishment of the whipping post.

Later the manual labor system was inaugurated, and the convicts were hired out to employers. A more practical method of using convict labor was needed. Instead of the prisoners being permitted to serve private employers, their work was used for the benefit of the prisons.

For several years they were employed in erecting the new buildings at Jeffersonville. This structure, entirely the result of prison labor, stood on 16 acres of ground. The area included cell houses and workshops, together with the prisoners' garden, or pleasure-ground.

It seems that in the erection of these buildings the aim of the overseers was to create many petty dungeons and unventilated enclosures which resulted in very unhealthy living conditions. This was evident from the high mortality rate within the prison, and the government began to enact prison reforms to remedy the situation.

From 1857 to 1871 the labor of the prisoners was devoted to the manufacture of wagons and farm implements. Again the old policy of hiring convicts was resorted to.

In 1871 the Southwestern Car Company was organized and every prisoner capable of taking part in the work of car-building was leased out. This did very well until the panic of 1873 when the company suffered business losses and went bankrupt in 1876.

Sometime before this year the warden withdrew the convict labor a second time, allowing the prisoners to enjoy idleness in the prison which they themselves had helped to build.

In later years the State Prison South gained much notoriety from the desperate character of some of its inmates. During the Civil War, a convict named Harding mutilated in a most horrible manner and ultimately killed one of the jailers named Tesley.



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In 1874, two prisoners named Kennedy and Applegate managed to get possession of firearms, and, joined by two other convicts named Port and Stanley, made a break for freedom. They swept past the guard, Chamberlain, and gained the fields. Chamberlain went in pursuit but had not gone very far when Kennedy turned and fired, killing him instantly. Subsequently three of the prisoners were captured alive. One of them paid the death penalty, while Kennedy, the murderer of Chamberlain, failed committal for murder and was sent back to his old cell to spend the remainder of

Continued On Page 5, Col. 1.
his life.

Bill Rodifer, better known as "The Hoosier Jack Shepard," effected his escape in 1875, in the very presence of a large guard, but was recaptured and ten years later was still kept in irons.

In 1859, the first steps were taken to erect a prison in the northern part of the state. It was not until 1885 that authority was finally given to construct prison buildings at some point north of the National Road. \$50,000 was appropriated and a large number of convicts from Jeffersonville Prison were transported north to Michigan City, the site selected for the new penitentiary.

The system of government and discipline was similar to that enforced at Jeffersonville Prison, but its financial condition was much improved. The convicts were employed in the manufacture of cigars and chairs, but primarily in cooperage, the great prison industry.

The prison reform agitation in Indiana grew to alarming proportions in 1869. This led to the establishment of a female reformatory in 1873. All female convicts in the state prisons were then sent to what was later called the "Indiana Reformatory Institution for Women and Girls," located in Indianapolis. This new French-style three-story brick building housed 66 women convicts and 147 girls in 1879.

Juvenile delinquents were a state problem as early as 1867 when the legislature appropriated \$50,000 to set up an institution for the correction and reformation of juveniles. A farm of 225 acres was purchased near Plainfield, and buildings erected for this institution.

Mrs. Anna E. Palmateer, one of the first women to have police power in Terre Haute, was actively engaged in prison reform work in Indiana. Her duties included visiting the jails in every county to see that they were clean and properly kept.

Jail Matron Bill

Born and raised in Terre Haute, she was the daughter of Richard Broadhurst, who started in the coal business here in 1838. In her early 30s she began social reform work in Terre Haute, working in the slum areas, at the jail and police station. She was responsible for religious services held at the jail. For several years she served as police matron without pay, but was given police power when she was placed in charge of the Friendly Inn. She was one of the prime movers in securing passage of the jail matron bill and also of the bill abandoning the striped uniforms at the Southern prison. Because of this, Warden Hert presented to her the last striped suit at Jeffersonville Prison. This suit was recently presented to the Historical Museum by her grand

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daughter, Miss Janet Stofer.

The local Fresh Air Mission was entirely due to her efforts, persuading Chas. M. Minshall to donate his property for the location of the camp. She was responsible for the Claude Herbert Memorial Fountain at Fifth and Wabash, and active in the fund-raising drive. Active in the local Florence Crittenton Home, and other local charity efforts for 25 years, she accepted the position as assistant superintendent in the New York Florence Crittenton Home.

Community Affairs File
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Clark, Dorothy Community Affairs File

Letters Seek Information About Local Ancestors

Beauchamp Family - Genealogy Files
Bridwell Family

By DOROTHY J. CLARK Ts FEB 1 1973

A local historian gets much interesting mail. Some letters give me ideas for future columns; some give me a headache trying to research the problems; all require answers.

From Stockton, N.J., came information about the Bridwell and Beauchamp families. The letter-writer had visited here to tend the graves in Woodlawn Cemetery of her grandparents Sam L. and Euseba (Beauchamp) Bridwell and her great-grandparents Isaac and Ophelia (McCandless) Beauchamp.

Isaac Beauchamp arrived in Terre Haute from Kentucky in 1851 with his ten children and a nephew. He belonged to the Methodist church here and operated a livery stable on North Sixth street between Eagle and Chestnut. His son, William T., joined him in this business and took it over in 1874. Isaac died in 1889 and was buried in Woodlawn.

His nephew, Emery P. Beauchamp, who came with him from Kentucky, is listed in the Terre Haute Directory of 1871 as "Attorney-at-law and



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Western Land Broker." He does not appear in the directory again until 1880 when he is listed as a lawyer, residing at 1214 South Sixth, with his wife Paula. According to the family, Emery Beauchamp was ambassa-

dor or consul to Germany and his wife Paula was a German woman he met there. She was said to be a cousin of the Kaiserine. In 1882, Emery was listed as editor and proprietor of the "Saturday Evening Mail" which had offices at the northwest corner of Fifth and Main. He is said to have died soon after in an asylum in Indianapolis (of unsound mind.)

Ophelia (McCandless) Beauchamp died in 1879 and is buried in Woodlawn. One tombstone on the family plot was illegible, so a rubbing was made which revealed it was for John Beauchamp probably the oldest son of Isaac and Ophelia, who was a soldier in the Civil War. He died in Tennessee of chronic dysentery and his body was moved six months later to Woodlawn.

Further correspondence revealed there was considerable information on the Beauchamp family in Kentucky, and earlier in Delaware and Maryland. Sam L. Bridwell was secretary-treasurer of the Terre Haute Iron and Nail Works.

From Dallas, Texas, came a letter requesting help in tracing a man by the name of George J. DeWald. His wife, Martel (McBride) DeWald, was killed in a train-car collision in Terre Haute in the early 1930s.

A letter from Arcadia, Fla.,

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Dorothy Clark

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asked for the marriage record of Dr. John Wesley Kemp and Mary Jane Tremel.

Many persons need to furnish evidence of Delaware Indian ancestry. One such person in Bluejacket, Okla., was seeking information concerning her great-great-grandmother, Polly Adams Dodge Buck McDougal, who is shown on a census record to be at least half or possibly full-blood Delaware Indian.

Polly is buried at Russell Creek Cemetery near Welch, Okla., and her tombstone shows she was born 1809, died 1873. She was married three times. First to George Dodge and they had at least two children, Eliza June (Dodge) Mills and Mary Jane (Dodge) Summers. The second marriage was to a Mr. Buck, possibly in Nevins township. There are several early Adams families in Vigo County. Two families were settled near Fort Harrison and "cultivated lands under its protection in 1811." In 1816 William Adams came from Kentucky and settled in Nevins Townships.

Irish Ancestors

Many letters concern Irish immigrant ancestry. An Indianapolis man wrote to me concerning his grandmother, Mary Cusick, who was born in Zanesville, Ohio, in 1857. The 1880 census shows her living in Terre Haute, aged 23 years, single, a servant, and living on Main Street. Her parents were born in Ireland. The next year she mar-

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ried Daniel Webster McCarthy who was born in 1847 in Ireland and died in 1943 in Terre Haute. They were married at St. Joseph's Catholic church, and had two children, Roscoe and Mary, and then a third child was born in Danville, Ind. During World War I the family lived in Brazil, Ind. Does anyone know when and where Mary Cusick McCarthy died? She had a brother Phillip Cusick, a sister Rosita Cusick, and several half brothers and sisters named Sweeney. Patrick McCarthy came here in 1850 from COUNTY Cork Ireland.

A letter from San Diego, Calif., asked for information on the life of Charles Newell Gould, "the original" builder of the four first buildings of St. Mary-of-the-Woods. He

also trained boys who became Civil War soldiers." According to family tradition, he built many business houses here, was an artist using colored ink with pen sketchings, a member of the Masonic Lodge, the Republican party, and the Methodist Church. Mr. Gould came to his death through a fall between joists in an uncompleted building. His daughter Henrietta (Gould) Elliott died in 1929 at the age of 91 years..

I was able to find some information in our local records about C. N. Gould. He was born in New Jersey, but emigrated to this area in 1816. He was listed as 60 years old at the Old Settlers' Meeting in 1875. His occupation was builder.

According to a county history, Gould, a bricklayer and mason, lived at 452 N. 4th St. He was born in the town

of Colwell, Morris County, N. J., in 1815. His father, Aaron Gould, came to the Wabash Valley in the fall of 1816, and first settled in what was known as the Compton settlement, then in Edwards County, Illinois, but now Wabash County. He lived there about two years and then moved to Mt. Carmel.

Quite a Traveler

When Charles N. was 20 years old he left home and spent about two years traveling back and forth between Fort Gibson, Claybourn County, Mississippi, and Mt. Carmel and Terre Haute. He first came to Terre Haute in April, 1835. He was first married at Mt. Carmel in 1838 to Miss Eliza J. Runion and moved to Terre Haute in 1843. His first wife died in 1854. Of their six children, only two lived to adulthood, Henrietta at North Vernon, Ind., and Augusta

Ann in N. J.

Mr. Gould married again to Mrs. Delia Ryan of Terre Haute. She and her former husband, John Ryan, were born and raised in County Rosconnom, Ireland, married there and emigrated to America in 1840. John Ryan was principal of the school at Rockville and later editor of the newspaper at Vicksburg, Miss.

Charles N. Gould learned his trade as bricklayer and mason at the age of fifteen years from his father. When he came to Terre Haute in 1835 the land north of Main St. was covered with brush and grapevines. He cut a road through to haul brick to lay the foundations of houses on North 4th St. He helped build the towns of Mt. Carmel, Paris and Charleston, Ill., and Princeton, Ind., working principally on

churches, courthouses, etc., and he helped to build as many or more buildings in Terre Haute than any other man in the city. The early city hall and market house was his last contract as a builder. He helped build the First Congregational Church. Up to 1845 there was no school north of Main St., and Gould was the originator of, and the builder of the first school which stood on the southwest corner of Third and Locust Sts. By his last marriage he had three children: Charles Edward, and twins Alfred and Albert. Charles became a musician; Alfred was in the boot and shoe business on the corner of Fourth and Ohio, and Albert was a bookkeeper.

Next week's column will continue with more from the mailbag about early people in the Wabash Valley.

Columnist's Mailbag Has Collection of Puzzles

By DOROTHY J. CLARK

TS FEB 18 1973

It's difficult to help people when their information is so vague. Sometimes they aren't even sure of their ancestor's name. Such a letter came from Estherville, Iowa. "I am seeking information on my great-grandfather who was killed by a bank robber in Terre Haute. His name was Parker, or possibly Howard. I am also uncertain of the date, anywhere from 1840 to much later." This continues to be a puzzle. Does anyone know of this fatal shooting by a bank robber?

Another letter from Stockton, Calif. told of a great-grandfather, Dr. Lambert Ireland who lived in Terre Haute from 1837 to 1849 when he went to California in the Gold Rush.

Old family Bible records show his first six children were born in Indiana: "Lambert Ireland, born 1815, Cincinnati, Ohio; married 1837 Martha Jane McCashlin, born 1818, Culpepper, Va. Their children were: Mary Ellen, 1838; Elias O., 1839; Amanda Jane, 1841; Elizabeth Frances, 1844; Elijah Eberly, 1846; and Oscar Marian, 1848.

After several years of gold-mining he returned to his medical practise in California and was licensed in 1878. Other than the fact that Dr. Ireland and his wife were ardent workers in the Methodist church while they lived in Terre Haute, little more information could be found on them.

An interesting problem came from Davis, Calif., which concerns a great-grandfather Joseph Lyon who was born 1841 in Vigo County. According to



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family tradition, when he was a small baby his father and older brother were in the fields, his mother came in and stood by the fireplace to warm herself and her clothing caught fire and she burned to death. The baby, about a year old, was given for adoption to Jacob and Elizabeth Lyon. The older brother was given to another family but not adopted. He kept his name of Henry Balding. What became of the father is unknown.

Both Baldings and Lyons were early families here in Vigo County. There is much information on both families in the county histories, etc. One reference states: "Among the first, and possibly the very first settlers of Otter Creek township were the Baldings from New York and Jacob and David Lyon from Ohio . . ."

A traveler enroute from St. Louis to his home in Pennsylvania stopped off for a few hours in Terre Haute to visit our oldest city cemetery, Woodlawn Cemetery established in 1838, on North 3rd St., now U.S. Highway 41.

His great-grandfather, Robert Hart Reno, was born in or near Terre Haute in 1820, the son of Elijah Dugan Reno. In the 1880s, Robert and his 18-year-old son Aaron left the family here and migrated to Missouri in a covered wagon.

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Dorothy Clark

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They homesteaded land near DeKalb, Mo. The father died before he could return for his family and Aaron stayed on and never returned to Terre Haute.

Only one sister, Cordelia, ever contacted Aaron in later years. There were at least three boys—John, Charles and Julius Reno, and one other sister, Marietta. Does anyone know what was the fate of the rest of this Reno family, whom they married, where they lived and were buried?

From Pennsylvania came a letter about the Sankey family. Thomas Sankey was born in England and migrated to America about 1760, landed in Delaware and lived there until 1770 when he migrated westward to Kishacoquillas Valley, Mifflin County, Pa. By 1790 his family included six children. His eldest son, Thomas, Jr., born in 1770 came to Vigo County and his will dated 1858 listed nine children. Thomas Sankey III, born 1799 in Ohio, died 1867 in

Community Affairs File

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

REFERENCE
DO NOT CIRCULATE

Meikle Hicks born near Terre Haute in 1824. Was the father's name John Hicks, the mother's name Caroline Fish, and brothers and sisters Henry, Lucius and Elizabeth?

And then there's the problem of Benjamin Taylor who emigrated from England in the late 1840s and settled in Clark County, Ill., where several of his family were born, reared and married. He was still living there in 1881. A deed of 1903, however, lists him as "a widower of Vigo County, Ind." The family was unaware that he ever lived here because he died soon after and is buried at Independence, Kan.

A woman wrote from El Paso, Texas, asking for information on Calvin Anderson, born in 1845, the oldest of eleven children born to Robert and Elizabeth (Cassady) Anderson. She wanted to know if he fought in the Civil War.

Time, weather, vandals and so-called progress are eroding our pioneer cemeteries fast. In the future searchers may not be able to locate and read these grave markers. To come face to face with an ancient tomb-

Sullivan County, and his will shows seven children.

Some of the most time-consuming letters enclose a chart with lots of blank spaces for me to fill in. One recent letter from Larned, Kan., contained 78 blanks concerning the Simons family.

A woman in Pullman, Wash., wrote concerning her great-grandfather James

stone inscribed with the name of a man born before the Revolutionary War takes one back in time with a truly emotional impact.

Other counties all over the United States will be marking and finding graves of 1776 veterans. There are so many cemeteries to investigate, so many records to search, and so much red-tape to unravel to obtain government tombstones or suitable markers for these unmarked graves.

Some of the letters received concern ancestors who fought in the American Revolution and the whereabouts of their last resting places. A search to locate and chart every veteran of the 1776-1783 war is in the planning stages for the 200th anniversary of our independence in 1976.

Community Affairs File
Dorothy Clark
Newly Named
Woman's Editor

FEB. 20, 1973

Dorothy J. Clark, former curator of the Historical Museum and the Paul Dresser Birthplace, has been named Woman's Editor of the daily TRIBUNE and the Sunday TRIBUNE-STAR. She will begin her new duties on Monday, Feb. 26.

Mrs. Clark will succeed Beatrice Biggs, who is retiring Feb. 23 after serving 16 years in the post.

Widely known as local historian because of her weekly historical column which has appeared on the editorial page of the Sunday TRIBUNE-STAR since April, 1956, and her close association with the Vigo County Historical Society's Museum since its opening in 1958, Mrs. Clark brings a wealth of experience to her new position. Mrs. Clark was appointed by Gov. Roger Branigin to serve as Vigo County chairman of Indiana's Sesquicentennial as well as secretary of Terre Haute Heritage, Inc.

A life-long resident of Terre Haute, Mrs. Clark is a graduate of Garfield High School and attended Indiana State University and Santa Rosa Junior College. She is a professional genealogist and has several books and indexes to her credit. She was elected to the School Board and served until school reorganization. As history consultant, she served three years with the Wabash Valley Supplementary Educational Center, Title III, at ISU.

Local club activities include Fort Harrison Chapter, DAR and Home Demonstration Club, Garfield Mothers' Club, North High School Mothers' Club and as a former Cub Scout den mother.

She is presently serving on the Recreation and Tourism Committee, Terre Haute Chamber of Commerce; Advisory Council, Vigo County Park Board; president, Vigo County Cemetery Commission; Gov. Whitcomb's appointment as a member of the Indiana American Revolution Bicentennial Commission, and regional director of the Association of Indiana Museums and the Indiana Museum Society. She is in demand as a speaker throughout the Wabash Valley.

Her husband, Robert I. Clark, recently retired Civil Service examiner and claims and passport clerk at the local Post Office where he was employed for over 31 years, has been elected by the board of directors of the Vigo County Historical Society as museum curator of the Historical Museum and the Paul Dresser Birthplace. He will begin his new duties as of March 1.

Their son, Dennis A., is a freshman at Indiana State University.

VIGO COUNTY HISTORICAL SOCIETY
TERRE HAUTE, IN.

REFERENCE
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Community Affairs File

Few Clues Identify

Mill on Otter Creek

By DOROTHY J. CLARK

FEB 25 1973

Most of us are familiar with the location of Markle's Mill east of North Terre Haute at the intersection of the Mill Dam Road and the Rosedale Pavement at the bridge crossing of Otter Creek. It was in existence from 1816 until it was destroyed by fire in September, 1938. The stones of the foundation, and the flumes which carried the water to the inside wheel are still visible.

However, how many know of another mill on Otter Creek? Sidney Goodwin, in his first entries in an old ledger after he came to Terre Haute, accounted for a mill on that stream and on one seems to know who owned it or where it was located. The work he did was charged to John Brooks and L. S. Wallace and that could be a clue to its ownership. We do know of a mill south of Burnett, for until the 1940s, many of the timbers and a few old millstones were to be seen on the bank where the road crosses the creek.

From the figures shown, the dam must have been upstream and it may be that some identification of its location could be found if one searched for it.

On November 23, 1839, there is a charge against Wallace and Brooks for 1,420 feet of square timber, 628 feet of



DOROTHY J. CLARK

braces, 440 feet of joists, 384 feet of rafters, 600 feet of framing, together with planking, hewn timber posts, 530 feet of "floome" timber, 3,560 feet of rafters, 5,760 feet of planks on dam and "floome." They are also charged, among other things, with six days' work on digging foundations, and 26 days' work shoveling and wheeling. Twelve panes of window blinds and four "panel" blinds were charged on the same bill as the hanging of the same.

The total cost of all material and labor was over \$1,400.00, yet no one seems to know where it was nor how long it operated, which, considering the size of the building, must have been a good sized establishment. After the completion of this job, Goodwin returned to Terre Haute where he continued as a contractor, builder, cabinet maker and later a store-keeper.

The payment for this work and material shows much cash involved, as by this time the Terre Haute Branch Bank was operating. There are cash payments beginning with June, 1840, which include items ranging from \$2.00 to \$100.00.

In addition to these payments, Goodwin received hewed timber, weatherboarding, window framing, planks and sheeting, screws, nails, tools and other

materials needed for his trade.

Rufus Miner was charged for 216 feet of fencing, 439 feet of flooring, 140 feet of palings, 499 feet of one inch for caps and moulding, and one "necessary" for which he was charged \$20.00. He paid the entire bill with one barrel of flour and cash.

Two board bills were listed in the old ledger. One was for 40 weeks with a total of \$100, for which cash was paid. Another was listed "by cash, for boarding," at \$2.50 a week, it being 79 weeks, \$197.50.

"Lushus" (Lucius) Haynes was listed on the debit side with "to cash by Mother when you was sick, \$1.00" which Demis Larkens was paid \$33.00 for 16 loads of wood. Henry Brasher was charged \$281.72 for work on his house, which included "back-house and vält at \$5.00."

Albert Brown was charged for door frames, 177 feet of brace, 96 feet of joist, flooring, one "flite" of stairs, 64 feet of saddle boards, weather boarding, and three closet doors at \$2.00 each, and a pair of blinds, all of which was paid for in cash.

Charles Twiford was charged for window frames, 3 doors, 2 windows, 34 feet of shingles, one closet and "cub-bard" nails and a chest. He paid Goodwin by work on a well, with potatoes, corn and flour, and some cash.

William Chadwich bought a barrel of flour for \$5.50, an old gun for \$3.50, three pounds of butter for 50c, and a bushel of apples for 19c. He paid for it with a stove and for work done for Goodwin.

with a bushel of beans, a barrel of flour, whisky, and a coffee pot. Later he was charged \$75 each for flatboats. He paid for a trip to New Orleans in the amount of \$30, and bought a gallon of whisky at 31c.

William Harris bought two yearlings for \$2 each, and two cows for \$22. He also bought oxen for which he paid \$47.

Lester Tillotson was charged with numerous items, among which was found one "necessary" for which he was charged \$12.00. He was a man who was noted for several things in the recorded history of Terre Haute, but his violation of a city ordinance

has been recorded unintentionally.

The Sexton at Woodlawn Cemetery, in a report in 1840, reported that: "In addition to the above burials, Lester Tillotson has interred a child in the old burying ground where burials are now forbidden. Consequently, I have made no record of the burial."

Old account books such as kept by Sidney Goodwin are invaluable in learning about local history. Anyone having knowledge of such old records are invited to contact the writer at the Vigo County Historical Society.

Zenas Smith is charged with a "seller" door, one barrel of flour for \$7.00, for filing "teeth" on a saw, and paint. John Brooks is credited 96c for a bushel of potatoes, 25c for five dozen eggs, \$1.60 for eight pounds of cheese and 30c for a "gallon" of whisky. John Adams bought a coffin for a child in October, 1844, as well as materials for a coffin for Mrs. Bunch.

Charles Waynes bought 4 1/2 pounds of tobacco for 19c, 10 pounds of wellrope for \$1.70, and two pairs of shoes at 50c each. He paid his account

X T.H. Comm. Clark, Dorothy
History (T.H.) 1860 -

City Charter of 1867 Gave Council Power

By DOROTHY J. CLARK

Ts MAR 1 1 1973

When Terre Haute was incorporated as a city and a new city charter was approved on March 14, 1867, the Common Council had their job cut out for them.

They had the power to regulate or prohibit the use of hand organs, or instruments of any annoying character, or other music of itinerant performers, in the streets, lanes, alleys, or public places of the city.

They decided to fill up or drain any lot or parcel of ground within the city, or within two miles thereof, whenever water became stagnant and noxious.

They prevented or regulated the use of firearms, fireworks, or other things tending to endanger persons or property. This probably helped cut down on the Southerners' use of fireworks at Christmas time.

Even though one of the city fathers operated a tallow and soap factory on the near north side, the Council decided to prohibit the erection of tallow chandleries, soap factories and other noxious trades. Their jurisdiction was within two miles in every direction from the city limits.

Cemeteries could now be established only with approval of the Council either within

or without the city limits, and the sanctity of the dead was protected by law.

Smallpox was an ever present threat in those days, and quarantine regulations were established. Occupants of filthy houses were ordered to clean up, even the adjacent streets and alleys. Garbage was not allowed to be dumped within the city. They even decided to construct and establish works for furnishing the city with wholesome water and drainage. Sewers, drains and cisterns were much in the news in the early seventies, along with fire protection, and the problems of the high water mark and a sea wall along the river with its many wharves, docks, piers, basins and landing places.



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Over a century later, it is interesting to note that in 1867 the city of Terre Haute was "bound to furnish a good and sufficient deed, in fee simple, to the Board of Trustees of the Normal School (now Indiana State University) for the land donated. Also that said city shall further undertake and enter into an agreement to forever maintain and keep up, one half of the necessary repairs incident to keeping in order the building or buildings and the ground of the same, which said obligation or agreement shall be filed with the Auditor of the State."

As early as 1864 there was a

city ordinance restraining dogs from running at large in the city. Dogs were protected from ill treatment, cruelty and dog-fighting was strictly prohibited. It was against city ordinance to poison dogs by meat or any other substance.

Vicious dogs were not allowed to run loose in the daytime. Barking and howling dogs were unlawful day or night if they disturbed the neighborhood.

Because of the ever present danger of hydrophobia (rabies), dogs that run loose were supposed to be muzzled and after Sept. 1, 1864, any unmuzzled dog could be killed by police or any citizen if he was found running at large. The police received 25 cents for every dog they killed!

The 1869 Acts provided for the education of Negro children in Indiana. Property of all persons without regard to race or color were to be taxed for support of the common schools. All children were to be enumerated, but Negro children were to be enumerated in a separate district. They were to be organized into separate

(over)

schools by trustees, but if there were no separate schools, then they were allowed to attend public schools with white children. Busing children to school was not to become an issue until a century later.

There was even a penalty for upbraiding or insulting a teacher in the presence of the school by any parent or guardian. The fine was \$25 in those days. School terms were set at sixty days; school month at twenty days; and the school week at five days. The 1865 Acts stated that "the Bible shall not be excluded from the public schools of the state."

The Common Council had the responsibility to preserve peace and good order, prevent vice and immorality, and quell riots and disorderly assemblages. They were supposed to suppress gaming and gaming houses, prohibit and destroy gaming devices, and houses of ill fame.

Vagrants, mendicants, street beggars, common prostitutes and their associates were supposed to be restrained and punished. Even the ringing of bells, the crying of goods, along with hawking and peddling, were to be regulated.

Along with the markets, slaughter houses, powder magazines, inns, taverns, shops, theatrical and other public shows, even the time and place of bathing in the river or other public waters was regulated.

The Council had the job of regulating all pool tables, bowling alleys, slot machines and gaming devices along with any kind of places for sports and games. With all this suppression and regulation, it's difficult to see how Terre Haute ever got the name "Sin City!"

In September, 1875, the building known as the 9th Street Market House at Ninth

and Cherry streets was used as the city work-house, a part of the city jail, to confine only male persons for violations of ordinances.

If the fine was not paid, the Mayor could commit the guilty to this work-house for thirty days where by manual labor in the work-house or in the streets or on public works of the city, the defendant earned 75 cents per day towards paying off the judgment and court costs. They were worked not less than six nor more than ten hours per day according to the season of the year. If there were no other duties, they worked at breaking stone. Vagrants kept over night at the work-house worked at least six hours for this charity. The food was described as "suitable" and the bedding was "inspected" at least three times a week for vermin! The station-keeper was on duty 24 hours round the clock.

Clark, Dorothy J.

Lewis Township History Told in 1916 Pamphlet

TS MAR 18 1973
Community Affairs BY DOROTHY J. CLARK

Back in 1916 a history of Lewis township, Clay County, Indiana, written by the teachers and students of the Lewis township schools and compiled by Miss Eunice Asbury, was published in pamphlet form by the Brazil News Democrat.

An effort of the Centennial of the State of Indiana, the 110-page booklet was dedicated to "those pioneers who came to our township when it was a wilderness and braved the hardships of life at that time, in order to establish homes here . . ."

Included in the booklet were photographs of the Coalmont High School; Centennial Mills (also called Neal's Mill) built in 1876 as a summer resort in the north part of the township; Old Hill Bridge crossing Eel river on the line between Perry and Lewis townships; Kossuth Bluffs, one-half mile south of Neal's Mill on Rock Road; and Friendly Grove church.

Lewis township, located in the southwest part of Clay county and originally part of Harrison township, was formed in 1835 and named for John Lewis, an early settler. In 1850 the population was 574, in 1900 2,140, and nearly 3,000 when the booklet was published.

Lewis township is drained by Eel River and the six creeks which empty into it. For some thirty years after

1835 when the township was formed, Eel River had no bridges and was crossed either by ford or ferry. The first bridge across Eel River was built in 1876 at Hooker's Point on the Kossuth Road. In 1881 the first iron bridge was put up at New Brunswick.

The only lake in the township is Muir's Lake, about a half a mile east of Howesville. Part of the old bed of Eel river and very deep in places, the lake was named for William Muir who owned the land bordering it. Many years ago the lake was noted as a pleasure resort and a large boat owned by Robert Jordan took passengers on boat rides.

About ten miles of the old Wabash and Erie Canal went through Lewis township. Constructed between 1847 and 1850 it was built deep enough to carry five or six feet of water. The part of this canal lying between the Wabash river at Terre Haute and White river at Worthington was built by the State of Indiana and was known as the Cross Cut Canal. The water supply for the canal came from Eel river by means of feeder dams and from reservoirs—one of which was the Splunge Creek Reservoir.

It is thought that there were two locks in this part of the canal, the Kossuth near Kossuth Bluffs and Gallagher Locks about three miles farther south. The canal was used for ten years from 1851



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to 1861 and was never of as great benefit to the community as was anticipated for the railroads began operation soon after the canal was completed.

Many of the men living in Lewis Township at the time the canal was constructed were hired to help dig it. With the wages received for this work some were able to pay for farms or to make improve-

ments or pay off debts.

A story is told of a boy living at Terre Haute who wished to go to Worthington on the canal boat. The captain told the boy he might pay his way by driving the mule that pulled the boat. This he did, and when he reached Worthington, he said: "I would have walked if it had not been for the name of riding on a canal boat."

Settlement began in Lewis Township in 1821 when Peter Coopridier settled on the west bank of Eel river at Kossuth Bluff. The same year William Shepherd settled near Sandy Knoll. Jacob Coopridier, Sr. came about the same time,

and John Coopridier, son of Peter, entered land in Section 4 in 1821.

In the winter of 1821 and 1822, Noah Deloy, John Mayfield and James Cross settled on Eel river but did not stay long.

Robert Baber, James Briley (whose son Absalom was the first white child born in the township), and Elijah Rawley were early settlers. A little later Peter Stark, Daniel Goble and Edward Braden arrived.

In 1830 came the Puckett family—David, Elihu, Sr., Joseph and Lewis. About the same year Joseph T. Liston,

Samuel Chambers, Peter Stout, George Hooker and John Lanning settled in the central part. Other old settlers were John Poe, Nicholas Crist, Sr., Joseph Sanders, John Stewart, James Buckalew, Joseph Whiles, John Edmonson, Thomas Fries, James Scotchfield, Henry Crist Sr., Elijah Stout, D. J. Payne, John Chambers, Marshall Chambers, Samuel Stout, Thomas Stewart, George Buell, J. P. Dunn, Hamilton Sanders, Richard North, Thomas Phipps, Baptist Mattox, Rodney Taylor, Amos Duncan, Sr., and John Gambill.

(over)

Some of the early churches organized before 1900 in Lewis Township were: Friendly Grove Missionary Baptist in 1839, with building erected 1841; Union Christian organized 1842, building 1845; Little Flock Primitive Baptist in 1851; Howesville Presbyterian, 1867; White Oak Grove Methodist in 1842, building 1845; Fairview Winebrennarian church first organized as Presbyterian in 1869; Wilson General Baptist, and Briley Chapel.

In 1898 John R. Walsh purchased the Bedford Stone Quarries and took over the E. & R. Railroad (naming it the

Southern Indiana) to obtain an outlet for his stone. The next year he extended the line from Elnora to Terre Haute, some 47 miles to connect coal fields of Greene, Sullivan and Clay counties with Terre Haute. Soon 32 coal mines were located in this area. Little towns sprang up and flourished all along the line bringing several years of prosperity to the area.

Some of the mines listed included Bogle, Big Vein and Golden Knob. Coalmont, the largest village in Lewis

Township, was platted in 1900.

Evidences of Indian occupancy were found at the ancient mound called Sandy Knoll at Howesville. All the skeletons discovered were seven feet tall. Other evidences of Mound builders were found along Eel river.

It has been reported that the township booklets were published for each township in Clay County before 1916, Indiana's Centennial Year. If anyone has knowledge of any other of these little histories please contact the writer

Lewis Township history can be used at the Historical Museum's library.

Travel in Early Days Fraught with Difficulty

Community Affairs File

By DOROTHY J. CLARK

TS MAR 25 1973

From accounts of ocean crossings in the 1630's from England to America we get accurate pictures of transportation difficulties in those days. Emigrants were advised what to bring with them for the long voyage on the sailing ship.

They were told they would need cooking utensils, wooden or pewter dishes, knives and spoons (no forks), bed and table linens, and warm mats to sleep under. A year's outfit of clothing was recommended with extra clothes and leather to make more. They needed tools, especially axes and saws, farm tools, wheels a lantern, iron to make nails, hinges, etc. Each man needed a "long-piece" or musket, with powder and shot, a sword, and a heavily wadded surtout or armoured breast-plate as protection against Indian arrows.

The prudent man brought stores of oatmeal, flour, dried peas, oil and vinegar, and spirits and malt to brew beer. Bottled lemon juice prevented scurvy.

To freshen the salted or pickled meat after weeks at sea, the meat would be towed alongside the ship through the water for a time before hauling it aboard and stewing it with a few vegetables to improve its taste!

The only furniture they had room for was a crate or carved chest used as a packing box. The cost of such an outfit averaged thirty pounds per person with five pounds more for the passage. This represents from \$500 to \$1,000 or more today.

Imagine the open upper deck filled with pens of farm and breeding animals. Quarters below were divided into two



DOROTHY J.
CLARK

common cabins — one of them for men and the other for women and children. Here they slept on mats or in hammocks and ate here on stormy days. In spells of rough weather

when the hatches were battened down the air must have been dreadful. One captain was convinced seasickness was due to lack of exercise, so he ordered all passengers on deck, made them cling to a rope stretched between the masts and jump up and down until they "warmed their blood."

After arrival in America, for means of travel the early settlers had the conoe, the pirogue, the Kentucky boat or ark as it was called, the keel-boat, the flatboat, and after 1812, the steamboat. On land they had the sled, cart or wagon used by the farmer, the stagecoach, the horse and saddle, and occasionally a carriage or chaise.

Indian trails and buffalo traces served as roads in Indiana until 1817 when the General Assembly passed a law locating, opening and keeping in repair roads in various counties.

All men between the ages of 21 and 50 who had resided in a township for 30 days was required to work as much as twelve days a year if necessary. This was later reduced to five days unless a

new road was to be opened when a man worked ten days. Still later compulsory work on roads was reduced to two days except on new roads which required an additional two days. For the upkeep of roads a tax was levied equal to half the territorial tax on lands, stores, etc. Persons could work out their road tax if they preferred.

In those early days all teamsters carried their own beds, unrolling them on the floor of the bar-room, which all tavern keepers provided for this purpose, rolling them up again in the morning, buckling them with a leather feed troughs swung to the rear end of their wagons. The bed was generally a mattress filled with coarse feathers, with one or two homemade quilts, sometimes blankets. A whole bar-room floor would be taken up with teamsters and their beds, as they all had their regular stopping places, and they were the chief patrons of the taverns in those days.

A man destined to change traveling by train in this country, Fred Harvey, arrived in New York from Liverpool in 1850 and found a job as dishwasher in a restaurant at \$2 a week plus meals. Restless feet soon carried the fifteen-year-old boy in search of opportunity, and five years later he was working in mail cars on the Hannibal & St. Joe Railroad. The dirty eating houses serving terrible food

along the line soon revived his memory of his first job in New York, and in 1876 he and Charlie Moss had raised a few dollars between them, sold an idea and had a restaurant going in the Santa Fe depot at Topeka. So successful was this venture that on May 28, 1893, Harvey consummated a deal with the railroad to control and operate all hotels and restaurants on the system. By 1901 Harvey was operating fifteen hotels, 47 restaurants, and 30 dining cars.

The "Harvey Girls" were "young women of good character, attractive and between the ages of 18 and 30." The girls were employed with the understanding that they would not marry for a year (but when some couldn't make the year, Harvey related and put on a big wedding party for the newly-weds). Standard uniforms for the ladies consisted of a black or dark dress, white collar with black bow tie, a white hair ribbon, and black shoes and stockings. Salary was \$17.50 per month plus room, board and tips.

I read someplace the four rules for successful travel—never eat in any restaurant called "Mom's"—never play poker with anyone called "Doc"—get your laundry done at every opportunity—and order any dish containing wild rice.

On the subject of traveling, I'm also reminded of a friend who commented on her travels: "Arizona is very nice, but I was homesick for Terre Haute. I like to see the air I breathe!" So much for traveling—then and now.

Fashions and Styles of Former Years Described

By DOROTHY J. CLARK

APR 1 1973

The fashion world can be depended upon to change with each passing year. Female fashions continue to go from one extreme to the other. From high top-knots, tight bodices and coal-scuttle bonnets of the 1830's, to the voluminous hoop-skirts of the early 1850s, to the immense chignons of the 1960s, and the tie-backs and tight sleeves of the 1870s.

The woman who wore the fashions of the 1870s was as helpless as a trussed chicken. The huge balloon sleeves that followed that style, the familiar leg-of-mutton sleeves, even required their own tied-in padding that resembled bustles.

Beaded bags have been in vogue since 1830 and are back again with the younger set. They have always been popular for evening wear.

According to dress-maker's order books covering a period of some forty years, American women grew larger and better formed from 1859 to 1888. In 1859 a girl's waist measured at the most twenty inches, the average being eighteen, and the bust and shoulder measurements in proportion. By 1888, girls of the same age and height averaged 23 inches at least around the waist, while taller girls, say 5' 7", measured 25 or 26 inches.

By 1895 women's fashions had evolved toward the Gibson Girl figure — full-bosomed, full-bottomed, a tinier waist than ever before, and a flowing skirt. The leg-o'-mutton sleeve, which has periodically shrunk and swelled, was at its peak. Tall, tight collars covered most throats, and skirts again swept the floor.

Hair was kept close to the head in a bun, although many women soon began to wear it fluffed out. Also fashionable in the Gay Nineties were the wide-brimmed picture hats



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that seemed to float on top of the head and were called hatpin hats. Women ice-skaters, however, had to be warned how to fall properly. "Falling on your back can drive your hatpin into your head."

Early in 1891 an interesting fashion was introduced called the evening fichu. This was a dressy shoulder and waist trimming used to freshen and brighten a gown worn for home dinners, concerts and the theater.

The fichu was usually made of white lace and pastel crepe with a square yoke cut to fit the shoulders smoothly and trimmed around with a deep ruffle. Two straight pieces were sewn to each side of the yoke front. These were crossed and brought around to the back and tied with a bow of ribbon at the waist. More elaborate fichus of chiffon trimmed with ribbons and ruffles were wound around the head and neck to form a becoming hood.

Eighty years ago hairdos were pretty fancy too. One modish coiffure was described as having all the hair waved, left loose over the forehead and drawn high to the back of the head, where three loops

were drawn through the coil made from the ends of the hair.

Hats of the 1891 season were not so large and they were either tied on with a veil or with large hatpins. Osprey feathers, rhinestone buckles, satin rosettes and braid were frequently used as trimming—all on the same hat!

What did the children wear in the 1890s? Little girls wore dresses very like their mammas. Simple sailor suits were popular for everyday and school wear. For ages from five to ten they wore skirts a little below the knee; older girls wore their skirts to reach their boot tops.

For dancing school little girls wore charming little gowns of white or delicate-tinted crepe, made with straight plain skirts, very short full waists, giving an Empire effect, short puffed sleeves, and shoulder ruffles. Very often a bertha of lace surrounded the neck and they were worn with or without guimpes.

In 1886 gentlemen's fashions had changed very little. Vests cut a trifle lower were now of silk with embroidered figures in tiny dots and rosebuds of contrasting colors. New linen collars were slightly higher and the corners turned over more broadly. Full-dress ties were of white lawn or linen. Ties were wider because the vests were lower.

Night shirts had embroidered wristbands and turned over collars. The gentlemen were trying to rival the ladies in their new styles of luxurious silk underwear. Their suspenders, however, were less fancy and subdued in color.

According to Demorest's Family Magazine of 1886, every woman should own a well-equipped writing desk. No matter what the wood or furniture style, the desk was considered a must in helping ladies keep up with their social correspondence. Desks were available from five dollar oak to richly inlaid costing hundreds of dollars. A dainty Ver-nis-Martin desk with its exquisite paintings and ormolu mountings cost \$175. Some had locked drawers, brass railings round the top and book shelves.

Red morocco desk sets were very popular in 1886. Silver-plated mountings of six pieces cost \$15. They included blotting-pad, stationery rack, pen-tray, stamp box, clock and calendar. Inkstands were of silver and crystal. Other silver items either in plate or sterling included stamp-moistener, matchholder, letter-clip, reading glass, pen-wiper, mucilage-bottle, check-tearer, scissors, erasers (tiny knives) and candlesticks or lamps (for melting sealing wax). Any and all of the above items are eagerly bought up by present day antique collectors.

Stationery used by correct ladies of 1886 was unlined white or cream of three sizes. It was only proper to fold the paper once to fit the envelope. Metallic lettering of silver, gold or bronze was the first choice for the monogram or address stamped at the middle of the top of each sheet of paper. Wouldn't the wild psychedelic colors of today's notepaper shock the proper lady of 87 years ago?

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Why Lew Wallace Wrote As He Did Is Explained

Community Affairs File
Ts APR 8 1973 By DOROTHY J. CLARK

All Hoosiers are exposed to Lew Wallace and his most famous book "Ben Hur" at some time during their school life. Their memories of the stage play or the movie or its re-run on television depend on their age or generation. Many readers can probably remember seeing the stage play, complete with chariot race, at the old Hippodrome Theater here. Others remember the first showing of the movie at the old Grand Theater. Still others saw it for the first time on the television re-run with Charlton Heston.

My knowledge of the author, Lew Wallace, was limited until my son had to write a term paper on the subject and the exhaustive research boiled down to eleven pages of really good information. He got an "A" on the paper for his efforts.

Lewis "Lew" Wallace was born in Brookville, Indiana, on April 10, 1827. His father, David Wallace, served in three legislative sessions, became Indiana's lieutenant governor (at a salary of two dollars a day!), moved to Covington, Indiana, where he formed a militia company for the Black Hawk War, and, as a member of the Whig Party, was elected Governor of Indiana in 1837. The son, then, came by his military and political interests naturally.

Lew Wallace did not like formal education and was often truant from the various schools he attended. He learned a lot from voracious reading in his father's library and in the Indiana State library.

His mother died of tuberculosis during his childhood. His father's second wife, nineteen-year-old Zerelda Gray Sanders, helped with Lew's reading. He took part in amateur theatricals, wrote poetry which was never published,

and developed a great liking for Mexican history.

Wallace later studied law but failed his bar exam because he was hurrying to organize a company for the Mexican



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War. He was elected second lieutenant. His company marched off to war, but Lew's heart's desire for distinction in battle was doomed to disappointment. The men saw no real action and returned without the cheering and flag waving he had anticipated. However, in 1849 he passed his bar examination.

Wallace married Susan Elston, the third daughter of Major Isaac Elston of Crawfordsville, Ind., in 1850. In 1856 he was promoted to captain and organized a company of soldiers whose official title was the Montgomery County Guards, but known popularly as the Zouaves because the romantic Captain Wallace dressed them in the baggy gray pants, blue and red jackets, and red-visored French caps of Algerian troops. This spectacular company was known throughout the state.

With the outbreak of the Civil War, Governor Oliver P. Morton chose Wallace to serve as Adjutant General. In a week's time he assembled 130 companies and was promoted to colonel, then brigadier general and after the battle of Fort Donelson was promoted to major general at the age of thirty-four.

After the Civil War he was appointed by President Hayes as Governor of the New Mexico Territory from 1878 to 1881. In 1881 he was appointed by President Garfield as Minister to Turkey, where he served until 1885. After this service he retired from diplomatic service to live in Crawfordsville, where he died at his home on Feb. 15, 1905. Five years after his death, a statue of him was erected in the Hall of Fame in Washington, D. C.

According to my son Dennis, "it is much easier to understand the reasons why he wrote as he did after learning about his life . . . his works are the product of his fanciful, dramatic life and of his daydreams . . . writing was

only a hobby with Wallace, since his vocations were those of a lawyer, soldier, governor and diplomat."

For his most popular book, "Ben Hur," Wallace selected the subject of the origin of Christianity, the climax of the Bible, and because of his interest in the story of the Magi. He included miracles, local color, heroic and villainous actions, pageantry, history, Biblical narrative, vengeance, religious adoration, physical and military action and excitement.

About sixteen chapters of this book had been written when Wallace met Colonel Robert G. Ingersoll on a train to Indianapolis where both were to speak at the Third National Soldier's Reunion. Having listened to Ingersoll's atheistic remarks, Wallace, though never a member of any church, determined to turn his novel into a refutation of Ingersoll's beliefs. Later, in magazine articles, novelist Wallace was to say that the composition converted him to belief in God and the divinity of Christ. After seven year's

work, Harper's published "Ben Hur" in 1880.

Col. Robert G. Ingersoll (1833-1899) was a New York attorney, Civil War veteran, and prominent in Republican party politics for several years. As a lecturer he was widely known for his anti-religious views.

A lesser known book, but widely read at that time, was Wallace's "The Life of Gen. Benjamin Harrison" written in 1888. Benjamin Harrison asked Wallace to write this book after being impressed by his writing of "Ben Hur." Naturally Wallace's political activities and national popularity impressed Harrison, who needed his influence in the presidential election. The book was slightly revised in 1892 for the second Harrison presidential campaign.

Lew Wallace wrote two other novels. The first, "The Fair God," is about the country of Mexico many years ago when the Aztecs ruled. The second, "The Prince of India," was written after his return from the Holy Land as

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Minister to Turkey.

Wallace wrote many short pamphlets and essays. One example is his "James R. Ross—An Ideal Indiana Soldier." It was written as a memorial to Ross whom Wallace had known during their war service. James R. Ross died at Indianapolis in 1900. Lew Wallace called it a "Tribute to His Memory."

When first viewing the stage sets for the play "Ben Hur," Lew Wallace was quoted as saying, "My God! Did I set all this in motion?" He had.

Competition Was Brisk in Early Milk Marketing Days

Community Affairs File

By DOROTHY J. CLARK

TS DEC 2 1973

In very early Terre Haute, probably one-third of the families living here kept a cow, and fresh milk was available twice a day to those who desired it. In the spring, a boy in the family drove the cow to pasture on "Sixteen" known as the school section west of the county road (Seventh street now), and between the present Locust street and Maple avenue.

Another boy was in charge of the herd during the day, and up until 1839, this was free pasturing, although the land was in charge of the school superintendent. In that year Section 16 was cut up into lots of the same size as the city blocks now in that area. Some fencing and building cut down on the pasture, but as late as 1880 the area known as Early's Grove was still used as common property.

West of Third street from Second to Fourth avenues, and Third to First streets, was divided into four lots which were bought by the city and became the City Cemetery, now the old part of Woodlawn Cemetery.

With the common pasture area becoming smaller and smaller, year by year, the ownership of the milk cows was transferred to farmers on the borders of the town, and these dairymen began their rounds with a small one-horse wagon delivering one or two 10-gallon containers of milk to their customers each day. At the bottom of the cans were small faucets from which a tin measuring cup gave to each customer his daily purchase.

Since gravity had its effect on the richness of the milk, each draft from the faucet left the richer milk or cream in the bottom of the can.

The careful dairyman also sold cream at a higher price in smaller quantities. This was either drawn from the remaining quantity in the can or from a small container which carried the richer milk or cream which had been left in the bottom of the can. The unfairness of this method brought about a revision of possibly a town or city ordinance which required that the milk be drawn from the can by a long handled dipper inserted in the top of the can and the milk was to be vigorously stirred before being measured.

In the course of events, due to weather conditions or nature's own separation, the cream frequently soured and the dairyman was required to make it into cheese or butter.

By 1880 the milk wagons competed for business and each family had its own supply so that in a single block there might be as many as four dairymen in competition for the trade.

The quality of the milk improved through this competition, but it was not until 1902

that a corporation was organized to insure better and purer milk for the town. This was the Terre Haute Pure Milk Company, and among its founders were: Lee Goodman, Dr. John R. Crapo, Anton Mayer, Charles Arleth, Morton C. Rankin, David Watson, Benjamin G. Hudnut, Emile Froch, Edward Hampton, C. W. Nagel, Dr. Will E. Bell, Carl Stahl, Camille Urban, Mr.

Schember, Mr. Conrath, John G. Heint, John Barbazette, Fred A. Seeburger, Al Higgins, Charles Ohmer, Louis Duenweg and Paul Kuhn.

Who were these public-spirited citizens and what part did they play in the community? Lee Goodman lived at 518 So. 6th st., and was a partner in the firm of Goodman & Hirschler, clothiers and Merchant tailors at 410 Wabash ave.

Dr. Crapo lived at 130 So. 6th st., and his office was at 606 Walnut st. Charles Arleth, secretary to Anton Mayer, handled most of the business transactions. He occupied a small office on the second floor of the three-story building Mr. Mayer built between the Merchants Bank and the Tribune buildings.

Morton C. Rankin was the owner of a lumber yard which became Armstrong Walker after his tragic death. David Watson, gas fitter, was prominent in fraternal circles and at one time was county clerk. Hudnut operated a chain of

hominy mills through western Indiana, and was president of the Vigo County National Bank. Emile Froeb ran a leather, findings and harness hardware business on South Sixth street. Edward Hampton ran a drug store at 30 So. Third st., and later at the northeast corner of Fourth and Ohio.

C. W. Nagel had two butcher shops: one was on South Fourth and one was on South First street. His home is now the Historical Museum at Sixth and Washington streets.

Dr. Bell lived on Poplar, east of Sixth street, where he later erected an apartment house. He was one of the organizers of the Union Hospital.

Carl Stahl and Camille Urban owned the firm Stahl-Urban Manufacturers of men's work clothes located at 9 1/2 and Ohio streets, now the WTHH building.

Mr. Schember and Mr. Conrath were shoe dealers at 323 Wabash. John G. Heint, Railroad and steamship ticket agent and long in the florist business, had his office at 25 No. Eighth.

John Barbazette was connected with the distillery mainly as a cattle feeder. Fred A. Seeburger operated a meat market about where the Tribune building now stands. Al Higgins, an attorney, operated the old Terre Haute Buggy Company as receiver. Charles Ohmer was at one time the operator of the dining room at the old Union Station; he resided at 322 North Sixth street.

Louis Duenweg, agent for a brewing company here, was also connected with some gold mining companies. Paul Kuhn, long connected with the grain and elevator business, was best known in his later years as operator of racing and training horses on a farm near Glenn, formerly the property of G. W. Remont.

The high cost of equipment and the unexpected cost of operation caused the 1902 corporation to abandon the project. Several years later the idea was revised and an entirely different group of men with what they thought was sufficient capital organized and incorporated as the Terre Haute Pure Milk and Ice Cream Co.

Seventy years later, it still takes a group of business men interested in the growth and betterment of their community to get the job done, whatever it might be.

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Winged Skulls Popular on Tombstones 200 Years Ago

TS DEC 9 1973 By DOROTHY J. CLARK

Every graveyard browser who has enjoyed a quiet stroll through one of Boston's historic burying-grounds has been intrigued by the many winged skulls that are carved on the old slate gravestones. Staring and mute, these winged skulls display a seemingly endless variety of shapes and styles. Some are malevolent and hideous; others round-faced and friendly. Still others are triangular and loothy. But they all return the visitor's gaze with a fixed, stony expression that suggests an eternity of watching and waiting.

Some of these somber slate sentinels were carved over 200 years ago, and depict the Puritan spirit that once dominated New England. These skulls gradually became less severe and evolved into friendly, cherubic faces and life-like portraits of ministers and enterprising yankee tradesmen 150 years later.

The Puritans who colonized the inhospitable Massachusetts shoreline in the 17th century were uncompromising in their pursuit of piety. Forbidding pictures and images of any kind, particularly in church, the single artistic extravagance permitted by their society was in the pageantry of death. An early Puritan funeral was an occasion for a lavish procession led by an ornate funeral carriage decorated with black bunting. Horses were dressed with black stockings, pallbearers' gloves meticulously embroidered, and mourners' clothes expensive black garments. But it was their gravestones that received the most attention. Puritan gravestones were cut from the finest available New England slate, and were inscribed with a painstaking native artistry seldom found elsewhere in their culture.

Today, only these tombstones survive as a reminder of this somber pageantry. Typically arranged (like in bed) with a headstone and a footstone, the dark slate was engraved with the common accessories and symbols of death; skeletons, skulls, coffins, shovels, hourglasses, arrows, and scythes. Because it fit pleasingly into the crescent contour of the stone's upper edge, the winged skull soon became the most common emblem cut into headstones. The skull signified death, but its wings suggested the soul's flight heavenward.

Between the years 1690 and 1690, at a time when Massachusetts witchcraft mania was approaching its height,

some of the darkest and most brutish headstones in New England were shaped by the chisels of early Boston craftsmen. Among them were a Boston Quaker named Wil-



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liam Mumford, Joseph Lamson, and the earliest of all who was known only as the "Boston Stonemason." Other less skillful artisans copied the work of the above but added touches of their own. They added curved eyebrows, straight clenched teeth, outlines of lips, and huge eyes.

After 1700, the emblem begins to show unmistakable signs of animation. One stone carved in 1719 wears what appears to be a stylish wig, another a curled mustache, and still another life-like pupils in the eyes.

By the time of the Revolutionary War, only one stonecutter in Boston was still engraving skulls. In their place came faces: round faces, curly-haired faces, geometric faces and cherubic faces. In time, the flanking wings were discarded, and the faces were framed in an arch or an oval. And by 1800 it became common for wealthy New England merchants and ministers to have a formal portrait engraved into their tombstones by the leading

stonecutting craftsmen of the time.

The appearance of the portrait stone completes the story of this winged emblem. As the new American nation came of age, increasingly cosmopolitan Boston families looked for quieter symbols on their monuments, and other, less original designs replaced winged skulls, cherubs, and portraits alike. With the rural and seacoast towns following Boston's lead, the native-originaity of the New England stonecutters fell into a decline from which it never recovered. But a story in stone remains — a story that reflects the quickening spirit of a people who settled the

New England coastline as dark-minded, witch-burning Puritans, but who blossomed, a little over a century later, into a proud, wordly, Yankee breed of men.

Death can be funny, the funniest thing about it being the world's fear of it. The late Dorothy Parker used to amuse her friends by thinking up epitaphs for her own tombstone, such as "This is of me," "Excuse My Dust," and "If You Can Read This, You Are Standing Too Close."

You can still find chuckles in the graveyards, but invariably they are on the headstones of gay hearts and interesting people who died a couple of generations ago. Today's monuments record birth and death dates and perhaps, a perfunctory religious line or two. Frequently in the old days they told a story of the deceased such as this epitaph in Nantucket, Mass. "Here lies old twelve and half per cent, the more he had the less he spent, the more he had the

more he craved. O God, can Iahabod be saved?"

I heard of one gravestone reading "Here lies Jane Smith, wife of Thomas Smith, marble cutter. This monument was erected by her husband as a tribute to her memory and a specimen of his work. Monuments of the same style \$250."

A boulder on a grave near Mount Pisgah Cemetery, Cripple Creek, Colo., succinctly states: "He called Bill Smith a liar."

An elderly physician who met with his cronies in the drug store always picked up the soda-counter check. The epitaph on his stone says: "This one is on me."

Early stonecutters must have been fond of coming puns on words. "Under the sod, under the trees, lies the body of Jonathan Pease. He is not here, but only his bed. He has shelled his peas, and gone to his God."

Men with several wives sometimes have problems. One man's monument in Toronto, Ont., lists seven wives who died before him. A man in Illinois is buried with two wives. His third outlived him. His stone records "Mary D. Jones, his perfect wife . . . Lucy Talbot, his second sweet wife . . . Mary E. Briggs, his healthful third wife."

Last year's Old Farmer's Almanac tells of a man by the name of Church who buried four wives in a single New England plot. In his old age, the wives had to be moved. He did the job himself. Somehow the bones became mixed. His New England conscience would not let him use the old headstone so he had a new one carved declaring "Stranger pause and drop a tear. For Emily Church lies buried here. Mixed in some perplexing manner, with Mary, Matilda and probably Hannah."

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Dowling Hall Opened Here Dec. 15, 1864

By DOROTHY J. CLARK Ts DEC 16 1973

The opening of Dowling Hall on the night of Dec. 15, 1864, opened a new era in the history of the amusement of Terre Haute. According to the newspaper reporter, "Our city for a long time has felt the want of a public hall or lecture room of sufficient capacity to accommodate its fast growing population.

"Although our place will compare favorably with any other in the State, in taste and neatness of its buildings, private residences and for business purposes, we have for many years been most lamentably behind our sister cities in providing a suitable and convenient place for traveling and home concerts, theatricals, fairs, festivals and public exhibitions generally. With this state of affairs existing we could expect few troupes of real merit to visit us, or if they did, we must enjoy their performances at an admission price double that paid elsewhere.

"We can remember in our boyhood days when the Old Town Hall was sufficiently large to accommodate all who desired to witness the performances of the Sable Harmonions, Winchell's drolleries, the acrobatic feats of the Antonie Family, the Bateman Children (since achieved a world-wide reputation). "It soon, however, became too small, or rather the town too large, and Corinthian Hall was erected. Here we had balls and parties without number. Sam Dodson's Theatre flourished, and a better class of amusements came to our village. After some years this Hall fell into disuse. The dining room of the National Hotel was used, and last fall the old Episcopal church was transformed into a Concert Hall by Mr. Keneuke. This cosy little place, although well arranged for a moderate sized audience is still too small for general purposes and the wants of our people. But the inconvenience which has existed will now cease."

The new building was begun on the 13th of June, and in spite of dire predictions, was completed before the end of the amusement season by the indomitable energy and perseverance of Col. Thomas Dowling.

He credited Miller and Odell, the bricklayers and plasterers, and George Haslett, carpenter, for their rapid and thorough work. The



DOROTHY J. CLARK

walls of the substructure were 20 inches thick, so there would be no fear of danger from sinking floors, and the brick work throughout was very substantial. The wood work was also of the very best available. The stone work was done by William Wagner; the slate roof laid by William Clift; and the painting and glazing done by Manning & Co., all excellent craftsmen.

On the ground floor of the building were two large business rooms, and a north room designed for the office of the Wabash & Erie Canal trustees.

The audience room was on the second floor 104 x 60 ft., with 21 ft. high ceiling. At that time it was believed to be largest public hall in the State. The Masonic Hall at Indianapolis was one foot wider but twenty feet less in length.

The walls were imitation light blue limestone, laid off in blocks. At regular intervals were numerous gas jets, which, when lighted, flooded the hall with light. These gas fixtures were the work of D. W. Watson.

The stage, in the west end of the audience room, was 24 ft. in depth, and supplied with

Continued On Page 5, Col. 1.

scenery, trap doors and all the conveniences of a first class theatre. A flight of steps led from the audience room to the stage and stairs led from the audience room to the stage, and more stairs led to the dressing rooms below. The scenery, proscenium, etc., were designed and painted by T. B. Glessing, of Indianapolis. The stage appointments were done by Otis George, stage carpenter of the Metropolitan Theatre, Indianapolis. The drop curtain was decorated with the beautiful landscape painting of the Rhine river in Germany.

The audience room could comfortably seat 1,200 people, and by placing chairs in the aisles another 200 could be accommodated. It was furnished with comfortable settees which could be removed in a few minutes and the floor cleared for dancing and other purposes.

Two immense furnaces in the basement were sufficient "to keep the atmosphere at a pleasant temperature."

On the first floor there was a ticket office from which a broad flight of stairs led to the audience room above. In the

rear of the building, on the first floor, were two large dressing rooms; one for gentlemen, and the other for ladies. From these rooms persons could pass either directly to the audience room or the stage. A passageway extended along the north side of the building to a side door, by which the dressing rooms could be reached, and on the occasion of balls and parties, persons could go directly to the dressing rooms without passing through the front entrance. The front doors could be closed entirely and intruders and hangers on excluded. The building extended back to the alley, and in damp weather carriages could be driven to the rear entrance directly to the dressing room without touching the ground.

Trying to provide every convenience, a cooking stove was placed in the basement to be used for festivals and suppers.

Many names were suggested for the Hall, but nothing suited so well as plain "Dowling Hall." So long as the building stood, it was a monument and remembrance of the public spirit of the builder.

With characteristic generosity, Col. Dowling offered free use of the hall for church festivals and fairs. Political speeches were given there too. On one occasion 23 wagon loads of people from Otter Creek arrived for one such speech-making.

The Soldiers' Aid Society held a benefit to help the widows and orphans of the Civil War, and on Dec. 20 the Musical Association presented a grand concert — "The Grand Cantata of Esther the Beautiful Queen" — for the handsome admission price of 20 cents.

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Tax Records of 1828 Reveal Much History

By DOROTHY J. CLARK

In 1828 less than one-half of the area of Indiana was settled to any degree by white men. The greater part of the land was in possession of the Indians. Indianapolis, the capitol, was a country village and thinly inhabited except when the legislature met. Even then it would hardly be called a great city.

The entire state tax for Vigo county in 1828 was \$936.97, of which \$318.75 was for poll tax. A delinquent tax of \$55.58 was carried over from 1827. Part of this, a tax on 33 polls, was \$12.37½. With such a small tax it would seem that nearly everyone paid his taxes.

Terre Haute was a very small village in 1828. About this time, Dr. E. V. Ball brought his wife to the city and began housekeeping. In January, 1826, Dr. Ball had married Miss Sarah E. Richardson at York, Ill. Mrs. Ball had in her effects left the following list of names as all the inhabitants of Terre Haute on that date:

William Linton and his wife;
David Linton, Sarah Linton,
Nancy Linton and Frank Cunningham and wife. Their daughters were Elizabeth, Patience and Mrs. Shuler. Mrs. Shuler and two children, Julia and Lawrence. The Cunningham boys were Nat and Bill. There was a young girl Mrs. Cunningham had raised, Mahala Covert. Lucius Scott and wife; John Cruft and wife and one son, Charles; James Farrington, wife and daughter, Mary; John D. Early, Chauncey Rose, Joseph East, Chauncey Warren, Dan Johnston, wife and two children, Mary and Martha; Mrs. Wilson, Ralph Wilson, Mr. McQuilkin, wife and two sons, Bill and Tom; Demas Deming, Israel Harris, wife and two step daughters, Malinda and Lucinda Hogue; Dr. Hodisel, wife and three children, Welton, Fanny and James; Henry Allen, wife and one son; R. S. McCabe, wife, son and daughter, Frank and Eliza; John Britton, Mr. Roach, Ephreham Ross, wife, four sons, Russel, Harry, James and Sandy; two daughters, Betsy and Sally Ann; Ziba Wolcott and wife; Mr. Brasher, wife, three sons and three daughters; Charles Noble, Mr. Fuller and wife; William Mars, Mrs. Tisbrough, Mr. Campbell, a merchant, Dr. Parsons, wife and son; James Bratt and wife, Mrs. Hanna, two sons and one daughter; Mrs. Angers and three daughters; John Angers, a brother-in-law



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of Mrs. Angers: Judge Tillotson and wife, Theo. Riddle and wife and one son; William Bruetoon and wife and two children, Billy and Mary; Mr. Mark, Robert Strugus, Elisha Huntington, Ed Hannigan, Peter, a Frenchman; Curtis Gilbert, William Dole, and wife and three sons; Rev. Montford, wife and two sons and one daughter; George Hussey, wife, one son, Preston, and one daughter, Ann; William Probst, wife and two children; Dr. Patrick, Sam McIntire, Tracy Hopkins, Mary Raliff, Oles family, Joseph Miller, wife and son, Giles; Salmon Wright, wife and two daughters, Caroline and Nancy; John Osborne, wife, son,

Bishop and daughter, Mary; Barnes Gookins and wife; May Duese, Hannah Austen, Amary Kinner, William Hayes, wife, four sons and one daughter, Eliza; William McFadden, wife and two daughters; Malcolm McFadden, wife and two daughters; Louis Redford, Jld Mrs. Lace, and William Ramage.

A lot of early local history and genealogy is revealed by the 1828 tax records for Vigo County. Samuel C. Marker had a town lot; Eli Manville owned a horse, a silver watch and a four-wheeled carriage;

David Mayer had 20 acres in Honey Creek Township. Samuel Middleton had 80 acres on Coal Creek and three horses. James Murrian owned the lot at the southwest corner of Fifth and Walnut and a horse. Henry McCulley had two horses and Boas Maxey had a horse and a yoke of oxen.

Peter Mallory had 80 acres near Joppa Church, a horse and a yoke of oxen. Asa Mounts owned the same livestock while James

Continued On Page 5, Col. 1.

McLaughlin, Thomas Morrow and George McDaniel owned but one horse each.

Alexander Moore had three horses and 160 acres a mile east of Prairieton. Thomas C. McCoskey owned one horse and 80 acres of land on the west side of the road between Youngstown and the Forks. John L. McCoskey had a team of horses. James Mason had a yoke of oxen, a silver watch and 80 acres of land on the south side of the road a half mile east of Hull Cemetery. John Medley owned four horses and two oxen. John McBride owned one horse and 120 acres of land across from the Sulphur Springs Cemetery. Samuel Mars owned a horse and a silver watch. Abraham Markle owned his father's gold watch.

Henry Mann had a horse and a yoke of oxen. Zebulon Moore owned two horses and 100 acres of second rate land, a mile east of what is Deming Park on the Poplar Street road.

John McGriff owned a team of horses and 25 acres of land a half mile south of Mount Pleasant Church. William Murphy had a town lot at the southwest corner of Second and Ohio streets. This was assessed at \$200.

John Norris, with a team and a yoke of oxen and two tracts of land amounting to 108 acres on the Prairieton Road just beyond Honey Creek, paid \$4.22 in taxes. Reuben Newton who owned one horse, two oxen and 160 acres of land on Sugar Creek west of West Terre Haute paid \$4.13 in taxes.

Reuben Nicholas owned a half section of land with New Goshen in its northwest corner. Since he bought land on the range line, this half section had but 226 acres of land instead of the customary 320 acres of most half sections.

John W. Oshorn, editor of Terre Haute's first newspaper, was the owner of a horse, a silver watch, and 270 acres of land on a part of which lies in Allendale. Reuben Owen owned a team of horses, a yoke of oxen and 100 acres of land at Sanford. Isaac Pointer possessed 160 acres of ground on the south side of the road a half mile east of the Hull Cemetery where he lies buried.

Dr. Sepler Patrick had a horse and a two-wheeled carriage. On these he paid \$2.73 in taxes. William Ray, later sheriff of Vigo County, had "S.C." after his name to distinguish him from William Ray, the Revolutionary soldier. The former lived in Sugar Creek Township, and the other in Honey Creek.

Community Affairs File

Vigo County Public Library

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When Streetcars Came, Street Names Changed

Community Affairs File

TO DEC 1971

By DOROTHY J. CLARK

Public transportation in the City of Terre Haute was provided for by the Common Council in 1866 when they authorized John H. Barr, President of the Terre Haute Street Railway Company, to lay tracks in the city streets.

The company was authorized to lay a single or double track on the following streets: Wabash, Ohio, Cherry, Walnut, Mulberry, Poplar, Eagle, Swan, Chestnut, Oak, Lafayette Road, and north and south streets from First to Tenth streets. They were allowed to lay the above-named tracks plus any necessary turn-outs for side-tracks and switches.

The railway cars and carriages to be used on these tracks were operated by animal power only, and could not connect with any other railway on which any other power was used. The street railway was to be used for no other purpose than to transport passengers and their ordinary baggage.

The tracks were not to be elevated above street level so as not to interfere with the passage of wagons, carriages, etc., along or across the track at any point. All tracks were to be of uniform gauge, not exceeding five feet in width, laid in the center of the streets only.

The first streetcars were not allowed to go more than six miles an hour. While the cars were turning corners from one street to another the horses or mules were not driven faster than a walk. A distance of 200 feet had to be kept between cars running in the same direction.



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There were all sorts of safety rules including "conductors shall not allow ladies or children to enter the cars while in motion," and "cars, after sunset, shall be provided with signal lights." A fine up to fifty dollars was levied on anyone convicted of hindering or stopping a street car after the driver or conductor had rung the warning car bell.

By the first day of October, 1868, the company was obligated to have a street car line in operation from the corner of First and Wabash to the Passenger Depot on Chestnut street. The charter was granted for a thirty-year period and for four years the company was exempt from city taxes. The fare was set at ten cents on any one line in the city.

On July 7, 1868, the Common Council passed an ordinance "prohibiting all persons, not in good faith intending to use them as a conveyance, from jumping on Horse Cars in the city, while the same are in motion." There was a fine not to exceed \$25 for this offense.

At the same session of the Council a similar ordinance was passed relating to railroad trains within the city limits while in motion. This violation carried a \$50 fine.

Many ordinances adopted by the Common Council pertained to streets and public transportation. They found it necessary to regulate the use of stagecoaches, hacks, drays and other vehicles for transportation of passengers.

Dorothy Clark

Continued From Page 4.

freight or other articles to and from points within the city for hire or pay. They tried to pre-driving."

vent "immoderate riding or driving."

Traffic hazards over a century ago (included the "running at large of cattle, horses, swine, fowls, and other animals." The Council tried to restrain and prohibit this practice.

They found it necessary to regulate the speed of horses, carriages, locomotives, etc. A tax was established on omnibuses by the 1873 Acts.

The planting, maintaining, and protection of shade trees along the streets and in public grounds was their responsibility in 1865. They also compelled the owners of lots bordering on those streets and public grounds to do the same. They could specify what kind of tree and how it was to be planted!

In 1871 the Council passed an ordinance changing the name of some streets and naming others. The street running east and west from the south line of the Female College grounds was named College street. Sheets street became Crawford.

Wabash street was changed to Main street. The street known as Spruce and Tyler was renamed Spruce from the river to 13th. Pine was renamed Tippecanoe. The first street north of Locust was named Early; the second became Third Ave.; the third became Mack; the fourth became Sixth Ave.; the fifth became Seventh Ave.; and the sixth became Eighth Ave.

Markel street was renamed Third street. The street between Sixth and Seventh was changed to Center. The street running north and south recorded as Eighth was changed to Seventh. The name of the first street east of the Terre Haute House, recorded as Ninth, was changed to Eighth. The street recorded as Tenth was changed to Ninth. Broad street became Tenth street.

Elk became Eleventh; Fawn became Twelfth; Prairie became Thirteenth. The street between Thirteenth and Fourteenth was called Centre Ave.

The street running north and south, west of Jewett's third subdivision, and east of Jewett's first subdivision, was named Fourteenth street. The next street east became Fifteenth; the next one east be-

came Sixteenth; and the third street east became Seventeenth street.

Cherry street was changed to Mulberry; Mulberry to Eagle; and Eagle street became Chestnut. In researching locations before and after 1871, the above changes become very important to remember.

In 1873 the Philadelphia system of numbering houses was adopted in Terre Haute. Using Water street as a base for east and west streets, the odd numbers were on the right hand side and even numbers on the left hand side. With Main street as base for north and south streets, odd numbers were on the west, even numbers on the east side of streets south of Main; while odd numbers were on the east, even numbers on the west sides of the streets north of Main.

The growing pains of Terre Haute over a century ago were evident in the streets and street cars and their problems even as they are today.

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Clark, D. J.

Early Shaker Settlement On Busseron Creek

Religious (Indy)

Community Affairs File Ts OCT 21 1973
By DOROTHY J. CLARK

Indiana has had, and still has, many communities dominated by religious sects, but none of them teemed with more romantic interest than the Shaker colony, long since vanished, on the border of Sullivan and Knox counties.

The Shakers settled along Busseron creek, in fertile prairie country, long before Indiana was admitted to the Union. Some of their descendants still live in this section of the Wabash Valley.

The Shakers first settled in this place in 1805. Elders from the New York colony had moved westward through Ohio and into Kentucky where they obtained numerous converts to their religion. A group of converts then traveled west into Indiana Territory, and finding the soil near the village of Scottsville, Sullivan county to their liking, settled there. They called the new Shaker settlement, West Union, probably deriving the name from Union colony in Ohio.

David Thomas, a traveler who visited the Shakers in 1816, described Shaker Town as a settlement of eight or ten houses of hewn logs, situated on a ridge west of the Wabash bayou about 18 miles above Vincennes. He estimated there were 200 inhabitants living in four families. Marriage was prohibited in the Shaker sect.

According to Thomas, "From dancing, an act of devotion, their name is derived. Like several

other sects they conform to great plainness in apparel and their garb is unusual. In language they also are quite distinguishable. It appears that all complimentary phrases are discarded; they never use the second person singular in conversation, or say yes or no, substituting yea or nay.

Thomas told of their honesty, their estate of 1,300 acres, the mills, carding machines, their crops of wheat, indigo, cotton and how they procured water from a well between 20 and 30 feet deep.

Thomas also noted that the Shakers operated a distillery and a grist mill on Busseron creek. They raised and shipped a great deal of grain and produce for the New Orleans market, shipping it by flat boat out of Busseron creek into the Wabash river and southward. They later built a road to the river and took their produce to the flat boats by wagon.

Since marriage was forbidden, the Shakers lived in separate sex units, the men occupying one section and the women another. They occupied different sections of the church during worship. After



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they had assembled they would sit in silent meditation for a long time. Then, as the spirit moved them, they were swept with a violent trembling and expressed the indignation of God against sin. At other times the spirit moved them to sing and shout, and the brethren would pass back and forth, "sometimes as though

swept by a mighty wind." From these exercises they became known as Shakers.

One of the descendants of the Busseron Shaker colony was "Uncle Johnny" Jenkins who told many interesting stories of life in the strange community. He was one-year-old when his parents moved into the settlement and became part of the colony's life.

When Jenkins was 18 years old he, with his sister Martha, ran away from the colony, refusing to live up to its religious exactions. Martha, to show that she had rejected the faith, hung her quaint Shaker bonnet on a tree limb and left it there.

Martha and John made their way to South Carolina where they lived with an uncle. In 1835 Martha returned to Carlisle, Ind. to make her home with her sister Mrs. Catherine Ledgerwood. In 1840 she married John Martin, a tailor, and lived until 1891. After the death of her own child, she adopted her brother

John's child, Eliza Jenkins.

The first community house of the Shakers was three-stories high and served both as a home and a church. Of unusual construction, it was thought to have been built of logs. Wreckers found a wall of bricks between two layers of timbers.

Each wall contained 15 windows with small panes, a total of 60 in the structure. There were 25 rooms and three large halls. In the basement were the dungeons, one for males, the other for females. Here the refractory Shakers were sent for meditation and prayers. This building was used until 1821 when they built the brick church that was razed in 1882. The bricks were used in the construction of the country of J. H. E. Sprinkle in Shaker Prairie.

The Shaker colony passed out of existence in 1835, and the few remaining members joined other colonies.

In 1836 Henry Sprinkle of Maryland bought the property, and in 1845 his son came to Indiana and occupied the Shaker house. His sister Matilda Sprinkle Bowen lived in the old church for many years and her daughter grew up and played there until she

THE TRIBUNE-STAR, TERRE H.

left to attend school at St. Mary-of-the-Woods. All that remains to tell the story of the old Shaker colony is the brick in the Sprinkle homestead.

The town of Busseron, first named Indiana, was laid out by James B. McCall and James Dunkin and first advertised in 1815. It was located on the north end of Busseron prairie, twenty miles north of Vincennes, two miles from the Shaker settlement, one mile from Busseron creek and three miles from the Wabash river.

Later the town was called Dunkintown. Other places in the area that took much researching were Snapp's Prairie, Scottsville and Gill's Prairie.

The Knox and Sullivan county histories both tell about the Shakers, but their stories do not agree. One account tells that the first Shaker house was built in 1809 on land owned by Robert Gill. The Indian troubles, which grew alarmingly in 1811, put the Shakers to flight, and they proceeded overland to Kentucky with their stock and 150 wagons, leaving the lands and property

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unprotected. In 1813 they returned. Since the Sullivan county courthouse burned in 1849, it is difficult to trace the boundaries of the first Shaker settlement. The second settlement is more easily defined.

When the Pearl Craze Hit The Wabash River Folks

Community Affairs File

Wabash River

By DOROTHY J. CLARK SEP 9 1973

According to one "Old River Rat," mussel digging came to this area about 1905, and the old rivermen at that time knew nothing of the value of mussel shells, slugs, spikes, nuggets and pearls. This situation brought a rich harvest to several shell, pearl and slug buyers who made Hutsonville, Ill., their headquarters or made regular periodical visits there to buy the products of the musselmen.

During the season, pearls and slugs (imperfect pearls) were sold by the quart. A pearl is round. Slugs are found in all conceivable shapes and sizes, many being as large as a hazelnut. One gang of men shipped away during one year over 250 pounds of pearls, one of which sold for over \$600.

When the pearl craze really hit the towns along the river, there were strange sights to see. In St. Francisville, Ill., one could see dozens of men and boys digging about in the muck of hog pens along the river hoping to find a stray pearl or slug lost from the mussels that had been fed to the hogs.

At almost every point along the Wabash, from Terre Haute to the mouth, could be seen in the mud of the shore jagged lines much as some idler had drawn across it with a pointed stick. Such lines were the trails of mussels, and at the end of the trails, buried two or three inches in the river bed, was usually found one of the mollusks.

At certain points these mussels were to be found several feet deep, and in many places they were only inches from the surface. It is this mussel which yielded the pearl.

Several years ago it was discovered that mussel shells were suitable for the manufacture of buttons. When plastic buttons replaced this source, it was found that broken bits of mussel shell could be used to "seed" the oyster beds in making cultured pearls in the Orient. Another market and use for the mussel shells was found.



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The actual fishing was done in boats with both hooks and rakes. The hooks resembling small anchors were arranged on lines, and many lines on a bar. The bar was dragged along the bottom with a rope, and then raised to hang on a specially built support on the boat until the shells were removed.

Rake fishing was done with what looked like a huge pair of pliers with the noses constructed like broad pitchforks or potato scoops. The fisherman leaned over the boat and plunged the rake into the river bed with the pliers open, and then closed them, bringing his haul to the surface.

The hauls were dumped in boxes 15 inches square so the day's catch could be measured. Then they were hauled to the cooker, dumped into water just warm enough to make the mussel open its shell, but not warm enough to "kill" the pearl. The meat was taken out, carefully kneaded to find the pearl (if any) and the shell thrown on a pile to be hauled away for whatever purpose. It was a simple process and the two men with a boat and a wash boiler could operate suc-

cessfully. One man did the fishing; the other the cooking, sorting, cleaning the shells and searching for the pearls. Capital for the boat was about \$40.

Among the pioneer buyers were brothers Tom and Ken Wallace. They bought choice culled mussel shells at about \$1.25 per ton, mine-run slugs at about 25 cents per ounce, and choice nuggets and good pearls at less than half their real value.

One example of their shrewd pearl buying was told about Bill Tolbert of Hutsonville who was digging mussels about a mile south of town when he found a "cripple washboard," the best bet to contain a good pearl. He let out a whoop and told the other mussel diggers working the same bed of his find. They gathered around his boat and one of them asked Bill, "What'll you take for that shell before you cut it open?" Bill said, "I'll take \$2.50." The other man offered him \$2.00, but Bill refused. When he cut the shell open, he found a fine pearl.

This happened in the early afternoon, and one of the men took off for town to spread the news. About two hours later, Tom Wallace "hitched a ride" downriver, met Tolbert, and examined the pearl. Tolbert pulled up anchor and they started for Hutsonville. Before they reached the town, Wallace had bought that pearl for \$800. There were some other pearl buyers in town, and before nightfall Wallace had sold that pearl to one of them for \$1,250.

The Wallace Bros. had their office in a room at the Ed Buckner hotel, located on the corner of Main street and the bridge road, where the Cox grocery and the Hutsonville Herald buildings were built later. The Wallaces had a couple of washtubs and some peck baskets, some full and others filling rapidly with

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slugs bought at 25c to 35c per ounce. When asked what they were going to do with them, Ken Wallace said they were sending them to China and that the Chinese would grind them up and make medicine out of them. It sounded ridiculous at that time.

The Wallaces also had some small boxes of nuggets, spikes and small pearls worth from \$3 to \$50 each, which they had picked from the lower-priced slugs. These were to be made into ring sets, tie pins, necklaces or earrings.

But as time went on and pearl buyers became more numerous in that community, competition grew stronger and the musselmen began to get educated as to prices of their products. Shells began to pick up rapidly and had reached \$21 per ton before many quit digging them. Several years later, when they became scarce, they brought around \$63 on the open market. Common slugs were bringing \$7 per ounce and picked nuggets and spikes brought up to \$16 or more.

Mussel digging along that stretch of the Wabash river is now gone. Back in the good old days you couldn't go very far up or down the river without seeing a mussel camp on the banks, sometimes several located close together. It was good digging along Doan Bar, just north of Merom, and Oscar Doan had his camp there on the Illinois side. Down at Merom, just below the ferry, there were several camps on the river bank. Harve Daniels, of Merom, operated one of these camps.

Another pearl buyer in the old days was a Mr. Owen, father of H. DeWitt Owen.

The writer has inherited one of the Wabash river pearls found in 1905 and mounted in an old-fashioned yellow gold setting for her late aunt, Cora Sheburn.

Helpful Hints Offered to Today's Antique Collectors

Community Affairs File

Clark, Dorothy

By DOROTHY J. CLARK

Art experts and "antiquers" are of two classes: Those who prosper and those who travel in a rut. Right now some "rut-runners," overstocked with paintings or carnival glass (bought at this year's high prices) and unneeded books on 18th-century furniture, are badly worried about "recession."

The smart collector is more far-sighted. He closely observes and makes an intelligent study of Americana trends and so keeps a jump ahead of the game. He knows when the demand for certain collectables is likely to increase.

Books on antiques are the guides to the future. They provide timely practical information which enables one to profit in advance of the market rather than be stuck with just-pictured museum pieces. Such knowledge is buying power for collectors.

A hobby interest series now includes: THE COLLECTOR'S WHAT-NOT, an hilarious spoof on antique collecting written by Kenneth Roberts in 1923 and long out of print. The new edition, with an up-dated new introduction and 112 pages, is available from Century House.

Here's a sample from THE SECRET OF SUCCESS by Professor Kitzgall: "Mr. B., a collector of hooked rugs, has observed a fine specimen hanging on a clothesline be-



DOROTHY J. CLARK

side a farmhouse. Mr. B. descends from his car and approaches the farmer. Mr.: Sir, I am willing to pay quite a good price for an original she-calf in fair condition. I would pay \$350 for a really excellent she-calf. Have you such a calf? Farmer: Yes, but I wouldn't sell her under \$355. Mr. B.: Done at \$355! Go fetch her. But wait — I have nothing to wrap her in. It is customary in the city to wrap all purchased articles and besides she might take cold. Ah! There is a worthless old hooked rug. That will do. Farmer: Well, I don't know. That rug's worth somethin'. I'll have to charge you two dollars extry for the rug. Mr. B. (restraining his excitement, hands the farmer \$2 and removes the rug from the clothesline). Very well, I hereby purchase the rug; and upon second thought, I find I have no definitely pressing need for a she-calf now. Good morning and the best of luck to you!"

There are new books out now on all phases of antiques. The rare 1887 Hozen's PANORAMA OF PROFESSIONS has been re-issued. This was the first published description of eighty different occupations (agriculture, apothecary and architect to printer, stonemason and veterinarian).

Dolls, games, toys, herb-growing, candlemaking, art-nouveau, jewelry, buttons, early American stencils and wall-painting, and houses are only a few of the subjects on which new books have been

Continued On Page 2, Col. 2 published recently. There are guides to cut glass, pattern glass, pitchers, Edwardian (Grand Rapids) furniture, crockery and silver settings for the 1880 table, and how to fix a player piano.

Victorian culture continues to rise in popularity. Freeman's book, VICTORIAN SILVER, relates that in Victorian times eating was an art and an ordeal.

Dr. Freeman presents the art in spades with hundreds of illustrations of silver services, flatware and the like. He even includes some whimsical shots of Victorian "en-familie" at the dinner table.

In between the pictures, he jots down some very pleasant chapters on silver-making, hallmarks and style with witty observations on entertainment during the age of Victoria and "Dear Albert."

The Victorian at the dinner table was stuffed (by as many as eighteen courses) and stuffy. "No elbows on the table," cautioned an etiquette coach whose charge retorted, "But some ladies in society to just that." The teacher replied, "Ah, my dear, but they know enough no to!"

The vast silver output of the period wasn't appreciated by collectors until rather recently. Now, of course, collectors are hooked, and there's much to interest them.

Big silver rushes during the Victorian era, so sometimes made silver cheaper than sets of china. Every bride received the obligatory gifts of sterling.

There was enough to make ornaments such as napkin rings, table bells, finger bowls and the like, which have practically disappeared from the table today. To add to the confusion, craftsmen came up with special fish knives, ice cream forks and other limited-use pieces which made eating a chore of memorization.

Unfortunately, the era of gracious and splendid entertainment met with an insurmountable problem: the labor shortage. HARPER'S WEEKLY of 1908 pointed out that "American housewives belonged to two classes — those who have servants and those who are trying to find them."

A new collecting fad, believed it or not, is funerary art. And there's a new book on the subject. Organizing the collectible residual of death into ten categories with some mention of the reasons behind the original use or preservation of each type, the author begins with mausoleums, cenotaphs, tomb and cemetery ornaments. Then follows with coffin plates and casket trimmings, burial rings and jewelry; funeral advertisements; card supplies and services; mourning garb; monuments of the "dear departed"; funeral conveyances and colleges; books, sculpture and pictures of burial sites, famous funerals and cemetery parks and collecting gravestone art and epitaphs.

These selections are mainly intended by the author to open the field to new collectors. If some artifacts are grim, others are rather humorous. Collectors will learn about wax flowers and hair breaths, death masks and burial urns.

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TERRE HAUTE, INDIANA

Rare coffin plates (with or without the decedent's name engraved thereon) came in many sizes and borders. Most common coffin plates used these phrases: "Rest in Peace," "At Rest," "Just Resting," "Peace" and "Do Not Disturb." One collector we know gave them to executive friends for use on the doors of their private offices. The going price is \$50 for silver ones. The better silver and brass 19th century coffin fittings are very hard to come by.

Funeral ornaments for the horse that pulled the hearse make an interesting collection, along with plumes and other mementoes of bygone funeral rappings. Whether you save string, Old Masters, or like Karl Marx, nothing at all this is the most popular hobby, this collecting, in the country today.

Martin Dially Prominent At Turn of Century

Biography
CLARK, Dorothy

Community Affairs File

Commun

Public Utilities (T.H.)

By DOROTHY J. CLARK

TS MAR 4 1973

One of Terre Haute's most prominent citizens at the turn of the century was Martin N. Dially, superintendent of the old Terre Haute Gas Light Company, later known as the Citizens' Gas & Fuel Company.

Mr. Dially came to Terre Haute from Painesville, Ohio, to take charge of the local plant on March 4, 1873. W. B. Warren was then president and M. W. Williams was secretary of the company.

Following Mr. Warren, Firmin Nippert was president. Then came Demas Deming as president until 1894 when John D. McIlhenny of Philadelphia purchased both the Terre Haute Gas Light Co., which was the old company, and the new opposition company that came into the field as the Citizens' Gas & Fuel Co. He consolidated both under the latter title due to the fact that the newer company had at the time 45 years to run and the old company, which was organized in 1852, had only twelve years of its charter left.

The Citizens' Company was organized by Frank McKeen, A. Z. Foster, R. S. Tennant, J. R. Kendall and others as a company to sell gas by the McKenzie process for fuel purposes only. The combined company manufactured artificial gas to be used for any purpose.

When Dially took charge of the local gas company in 1873, the output was only



DOROTHY J.
CLARK

50,000 feet. By 1904 it had reached twelve or fifteen times that capacity. In that year Dially celebrated his thirty-first anniversary with the local company. Altogether he had been 35 years in the gas business, having

been engaged in Ohio before he came here. He was generally recognized as one of the most expert men in his field in the United States.

Martin Dially had an eventful career. He was born at Cleveland, Ohio, in 1851. Two years later both his parents died in a cholera epidemic. For some years afterward he was what was called in those days a street orphan existing precariously from day to day by selling newspapers and blacking shoes on the streets of Cleveland.

Fortunately for him he fell in with a boy named Crawford whose family took an interest in him and kept him for four or five years, sending him to school in the country near Cleveland.

Mr. Dially remembered sleeping in the barn of a Presbyterian deacon one night. Someone had told Pillsbury that a tramp boy was sleeping in his barn and the old man came out at night and kicked young Dially out of the warm barn.

The orphan boy slept in a woodshed that night and the

Continued On Page 5, Col. 1.

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Continued From Page 4.

next day told some boys about it. They told all the other boys at school and the boys in turn told their parents. The result was that the entire neighborhood was aroused in indignation over Pillsbury's act. Mrs. Crawford, who was Mr. Dially's guardian angel, heard about it and she asked her son if he knew where the boy was. The Crawford boy said he did not, that at the moment he was sleeping in their barn. Mrs. Crawford at once went out to the barn with an old-fashioned lantern and brought young Dially in and put him to bed in the house. Then he became part of the family.

Mr. Dially well-remembered trembling at the sight of Mrs. Crawford coming out with the lantern. He could see her between the cracks in the barn and he supposed he was to be kicked out, a repeat of the Pillsbury experience.

Old Common Council proceedings show that the ordinance was passed to provide for lighting the city with gas in March, 1855. A corporation formed by Samuel Ross and Thomas W. Hay was authorized to lay gas pipes and set up a gas works for the manufacture of gas by the last day of December, 1856. All the lamps, posts, tubing, burners, etc., for the public lamps were to be furnished by the company. The rate was not to exceed that paid at Cincinnati for a like amount of gas, per lamp or burner.

In 1864 the Common Council passed an ordinance authorizing the Citizens' Gas Light Co. to erect the buildings, to lay pipes, and light the streets. The new gas works was to be located between Poplar and Swan streets and between Water Street and the Wabash River.

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All the downtown stores were lighted by gas in 1894. Electricity was gradually coming in, but it had proven weak in power and very expensive. Gas lighting was the nearest to sunlight, making it very easy to match colors of fabrics, etc. The first electric lights were so color-distorting that one had to take merchandise to a nearby window or door to see the true color.

Noffsinger told of the gas war between the two rival companies that was in progress just before he arrived in town. The old gas company was located at Sixth and Canal and the newer company was at Second and Eagle. Gas was sold during this conflict at 35 cents per thousand feet. The older Terre Haute Gas Light Co. soon won out and bought out its rival.

The story was told that the first night Martin Diall ate dinner at the old National House at Sixth and Wabash, the gas lights went out, leaving the diners to finish by candlelight—an embarrassing situation for the manager of the gas company!

Home Ec Club Publishes Prairie Creek History

By DOROTHY J. CLARK

A ways and means project of the Prairie Creek Home Ec Club has resulted in an interesting booklet entitled "The History of Prairie Creek and Prairie Creek Township, Vigo County, Ind.—1816-1972." The club ladies gathered information from Dr. Hunt, Warren Yeager and Mrs. Lola Brown. They included photographs of new and old firetrucks, World War II memorial plaque, the high school building which was torn down in the 1960s, and a model of an early log school house.

Printed at the U.S. Penitentiary, the attractive booklet complete with map is available from members of the club in that community.

In 1819, when Prairie Creek Twp. was platted, it included all of Township 10 North and Range 10 West and all lands east of the Wabash river in Range 11 West. In 1856 the northern tier of sections were taken from this township and added to Prairieon Twp.

The first wagon road (Old Army Road) through the township was opened and used for communication between Fort Knox and Fort Harrison in 1812. It passed nearly north and south, on the east side of Battlerow Prairie, on much the same ground as that of the present road in that locality. This was the only public highway in this part of the state up to the year of 1823 when the present State Road 63 was laid out and opened.

In 1816, the first house in the township was built, a small log cabin of Joseph Liston located about two miles northeast of Middletown. In 1817, David Lykins, Josiah Wilson, William Armstrong and families settled in Section 29, on the Old Army Road near the present Lykins Cemetery. As postmaster, David Lykins established the first post office here. Before 1820, some of the settlers were: Dr. E. Shattuck, Wm. Paddock, Jas. Johnston, Wm. Thomas, Wm. Drake and Nicholas Yeager. This first settlement, called Battlerow, was the first town activity. The first grist mill was here; also a cotton gin, doctor, store, blacksmith,

undertaker, etc. The Battlerow area was very active until the mid 1820s when business began on Prairie Creek and the town started to develop. There are several theories as to the name "Battlerow" but the ladies chose to believe it derived its name from the alleged Indian battles in that area.



DOROTHY J.
CLARK

About 1820 a small village was started about half a mile south of the present location of Prairie Creek. It included three or four log houses and three potter shops and was known as Pottersville. "The clay used in the potter shops was hauled from Brazil and mixed with clay which was dug near the shops." Surely the ladies meant the area which was to become Clay County as neither the county nor the town of Brazil was in existence in 1820.

Middletown derived its name from the fact it was the half-way point between Merom and Fort Harrison for the stage coach line. The name was later changed to Prairie Creek. Where the town was to be located was owned by two men, James Piety who owned the east side of the road (now 63) and Elijah Thomas who owned the west side. They donated land for the town and helped in plat-

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TERRE HAUTE, INDIANA

Dorothy Clark

Continued From Page 4.

ting it. The first survey was done in 1820 and grape vines were used instead of surveyor's chain. The work was done by Daniel Johnson, James Piety, Jimmie Ernest, Elijah Thomas, Vincent Yeager and others. There were 64 lots laid out.

The first building in the town was built of logs and used as a hotel. Daniel McDonald, proprietor. The second building was the store and post office of Jonas P. Lykins, the first postmaster.

In 1818 a log Baptist church was built near the site of the present one and a grave yard started on land donated by James Piety. Described as about 30 feet square made of hewed logs with a center opening in the roof for the escape of smoke when fire was built in the clay bowl-shaped open fireplace, the church was formed by Elder Isaac McCoy and 20 others.

Five Generations

Five consecutive generations of Yeagers have taught in Paririe Creek township schools. The first school was located about three-fourths of a mile northeast of Prairie Creek on the old east-west road. Another school was built south of the present Church of Christ. Another early school was located one mile north of Prairie Creek on the Hauger Hill.

The first grist mills in the

township were called "horse mills" — one bushel per hour and furnish your own horse power. There were three such mills. About 1821 a saw and grist mill was built on Prairie Creek. Later a saw mill and wooden factory stood west of the town. A distillery was erected by Mr. Kelley from Kentucky in 1825. This supplied the town and neighborhood with whisky sold at \$5.00 a barrel. The distillery was located about two miles southeast of town.

About 1835 a tannery was started near the site of what is now Rector's Service Station. A brick and tile mill was located just east of the tannery as well as a store. A blacksmith shop was later built where the station now stands. This shop was run by Mr. Wilkinson. This was about the time of Isaiah Wilson's cotton-gin. Fifteen to thirty acres of cotton were grown in parts of the township in the early years and, as late as 1840, patches of one-fourth to two acres were grown here and there in the township.

The Gobins were a pioneer family who helped to build the town. William Gobin moved to Prairie Creek in 1832 and operated a brick plant at the south edge of town. He and his boys built most of the old brick buildings still standing in the town. The old Gobin mill burned in 1943. It was operated by William, and Simon Gobin, Joseph Keaton (grandfather of Buster Keaton, the movie star), Joseph Thompson, Lester Thompson, and Harvey and William Bailey.

Store at Markle's Mill Served Pioneers Well

Ts SEP 16 1973 By DOROTHY J. CLARK

Markle's Mill, constructed on Otter Creek in 1816 by Major Abraham Markle, continued to operate for 122 years until destroyed by fire on Sept. 20, 1938. It is not known exactly when the mill began operation, but the old account books saved from the fire show entries as early as 1817. Many items could have been recorded on a slate or on scraps of paper or by the less business-like method of marking up the item on the back of the door.

However, from 1817 on there is an almost complete record of the doings at the old mill. The greater part of these business transactions refer to whisky, with cornmeal, flour, salt, and lumber contributing a break in the liquid monotony. The wide variety of other items of merchandise would indicate that milling and distilling were only a part of the business done there.

The nearest trading point was a store at Fort Harrison three miles southwest on the bank of the Wabash river, and this was to close five years later. There was no other place to trade nearer than the little village of Terre Haute that supported a store. Since the newly-formed Parke county routed travelling homesteaders from Vincennes and Terre Haute to the newly-opened lands by way of the Otter Creek Mills, Markle wisely prepared to intercept the trade by supplying the needs of the community in the store operated in addition to his grist mill, distillery and sawmill.

The first entry in one book was made Sept. 16, 1822, and recorded a charge of \$5.00 for ten gallons of whisky to M. H. Wallace. A second item is the credit of the same to "Christmas Dishnay."

Christmas Dishnay was Terre Haute's first born citizen, the son of Ambrose Dagenette (as it was later spelled) and an Indian mother to whom he was born on Christmas day, 1799, at the little Wea Village of a dozen or less huts on the hill where now is located the settling basins of the water works.



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By 1820 Christmas Dishnay had become the agent for the Miamis and the contractor at the Fort. His mother and sisters and possibly he, himself, lie buried in a little cemetery just above Armburg in Parke county.

From the pages of these books come prices and quantities that seem unbelievable to the reader as compared to our present day supermarkets. The following are examples of days sales as taken from those books:

September 17, 1822 -- 27 lbs. flour, 10 lbs. flour, one barrel salt, one quart whisky, one quart whisky.

September 18, 1822 -- 36 gallons whisky at 43 3/4 cents, one barrel whisky at 43 3/4 cents, one bottle Porter 25 cents, cash at Vincennes \$1.25. This is charged to the account of Joseph Blackburn, while on the same date Asa Owen is charged with 3 1/2 yards of factory at 25 cents, and David Moyer is charged with 25 lbs. of salt at \$1.00. To David Tevebaugh, three gallons whisky at 75 cents, and 59 lbs. corn meal at one cent.

On the same date, Asa Owen received 17 1/2 lbs. salt "for soles" which is interpreted to mean "for Bildad or Old Bill Soules."

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October, 1822 -- E. U. Brown, 1.046 lbs. salt, \$31.38; Ariele Harmon, 34 3/4 gallons whisky. While the purchases thus far listed are all by men, the following articles were purchased by Mrs. David Moyer, wife of one of the settlers: Tea, \$1.06; coffee, \$1.00; hair comb, 25 cents; seven yards plaid sheeting, \$3.50; cash, 50 cents; one pair shoes, \$1.50; and 3 1/2 yards plaid, \$1.50.

The next day this man was credited with 75 cents for a deer skin and \$2.00 for "two ditto."

November 3, 1822, may have been the first cold weather for on that day Asa Owen was charged with the purchase of two and one-half yards of flannel at 75 cents and one pair cotton cards which indicated his work was inside rather than in the fields, and on the ninth of November, he is charged with "To pale crockery and factory \$3.12 1/2" but the reader will have to figure for himself.

The term "factory" referred to cloth made in a factory as different from homespun or woven material that was more common, but "crockery" by the "pair" is more difficult to decipher. On the tenth, Mr. Owen has the unusual

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purchase of "1 Quart Rum and 8½ lbs. Tallow" charged to his account.

The season for buckwheat ~~was~~ opened in this month of November, with sales recorded in very large quantities at the price of 3 cents per pound.

On the 17th, William Holmes is charged with "half pound Tea 50 cents, some powder and lead, and a bottle of whisky." This seems to have been the first time whisky was sold in that form here, the most of it being in quarts, gallons, kegs or barrels.

Few of the early items in this old book are other than purchases by men of the family and the women either bought elsewhere or paid cash or bartered their garden truck for what they needed. In later years other items on the books of a feminine nature appear in stock to cater to the women folk, but at this time more than 60 per cent of the items was whisky alone.

Scattered through the pages we find, too, many of the men are credited with work in or ~~for~~ the mills, some of the working agreements very clearly stated concerning pay.

September 18th. Mr. Blackburn commenced work July 20 at "\$20.00 a month, one-third in cash, the balance in whisky at 43¼ cents per gallon," but at the settling of his accounts there was this notation: "credit with his labor and charged with \$8.25 worth of whisky, and \$13.75 in cash in full to date."

An item of November tells that David Mover commenced furnishing distillery malt and kill and house the 15th of November, 1822, to furnish the same for one year for which he is to have 450 gallons rectified whisky, team and wagon furnished him." While his labor was to be paid for in a wage of whisky, it was his wife who took in washings and

mending to pay the food bill at the store.

February 21 finds entered on the books a credit of one ~~day~~ hunting hogs to each Thomas Mitchell Jr., and Azariah Tilley. And so went the beginning of barter and trade in Vigo County.

The Powder Mill Explosion At Fontanet 66 Years Ago

Community Affairs File

By **DOROTHY J. CLARK** Ts OCT 14 1973

Located in the northern part of Vigo County in Nevins Township, the town of Fontanet is almost a ghost town compared to what it was in 1889 when there was a population of some 1,500.

Named Fountain by the early settlers because of a fountain-head spring which flows through the hills to a point where the present town is located, and which supplied them with an unlimited supply of water, the town had one store and a few scattered homes.

Rich deposits of coal were found in the area and with the sinking of several deep shaft mines and later the construction of the DuPont Powder Mill, Fontanet grew rapidly. The town became a booming mining town.

With the coming of the railroad the community was divided into two almost equal parts known as the North Hill and the South Hill. At this time the name had again been changed to Fountanett.

When the post office was established the name was changed to its present Fontanet to avoid conflict with another town of a similar name.

The Coal Bluff Mining Company founded by the Talley brothers operated two deep shaft mines. Three of their mines were at nearby Coal Bluff.

Some of the early mines were the Minshall, Plymouth, Diamond, Mary, Lotten, Old Star, Union, Monkey, Old Town Mine, Peerless (also called Moses) and Victor.

On Wednesday morning, October 16, 1907, the powder mill located a little south of Fontanet exploded. The first blast occurred about 9:15 a.m., and the fourth and last about ninety minutes later. Not a building in Fontanet was undamaged and 150 houses at Coal Bluff, a short distance away, were partially wrecked.

Caused by an overheated shaft in the glazing department coming in contact with particles of powder dust, the first explosion occurred about 9:15 a.m. The second explosion was in the press mill. It was never determined where the third blast took place, but the fourth and last explosion was that of four tons of dynamite in the magazine section. At one time during the ninety minutes fraught with blasts, 300 tons of black powder exploded.

The shock was felt in Terre Haute and Brazil. Downtown store windows were broken. Seismographs in Ohio recorded the shock felt as far away as St. Mary's, Ohio.



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Employees of the powder mill, which had seven different compartments and buildings, were caught in the explosion and were either killed or injured.

The workmen's clothes were filled with powder, and the flames which spread over the plant after the first explosion

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ignited their clothing, causing horrible injuries. Arms, fingers and ears were torn off by the force of the blasts, while several had their eyes nearly burned out. Several men were brought to Terre Haute hospitals with parts of their bodies burned to a crisp.

Townpeople rushed to the mill site to aid the injured, working frantically to give first aid and get them on special trains to local hospitals. Within thirty minutes after the disaster, ten to fifteen doctors were on the scene. Local newspapers borrowed automobiles from the few persons in the city who owned them to send their reporters to cover the explosion which was front page news for about two weeks.

Workers picked up the dead and removed them to a safe spot for later identification. Fontanet was draped in mourning for the 27 dead. When the funerals began, crowds estimated at 12,000 a day visited the scene and hampered clean-up and rescue work until barred from the area. All roads were closed to spectators. Carl Stahl and Camille Urban were among the first persons from Terre Haute to reach the scene.

The DuPont Company sent \$5,000 to Gov. J. Frank Hanly to be used for relief and rebuilt all houses at company expense. When they planned to rebuild the powder mill, the Fontanet citizens petitioned against it. One disaster was enough.

Gov. Hanly sent Company B of the State Militia, 700 cots and 100 tents for the women and children, medical supplies and emergency food, etc. He came to Fontanet to see for himself the extent of the damage.

The explosion changed the entire face of the earth in the area. Great holes were torn in the ground and into these poured a molten mass of smoking, gaseous sulphur brimstone. Masses of chemicals and materials formed in lakes and poured over into the creek. Huge trees were torn and broken.

At Montezuma, twenty miles from Fontanet, a piece of hard pine lumber, sixteen inches long, was blown through a window in Gus Borley's home and imbedded itself in the wall.

Four school children from the Fontanet school were found wandering four miles from the scene near Ehrmandale. They had no idea how they had gotten there.

Supt. A. B. Monahan was burned to death in his office. His house was demolished, his wife burned to death in the basement. Her sister and niece living with them also died from burns.

Among the buildings totally destroyed were the Methodist and Christian churches, two school buildings, depot, all business blocks including one just completed, large warehouse, 500 homes and a Big Four freight train on the switch leading to the mill. Engineer Charles Wells was badly burned and leg fractured. Structures rocked and splintered at the first explosion were totally destroyed after the second blast. Damage totalling some \$350,000 was estimated.

The town was rebuilt, but the industry left. After the explosion it never was the thriving community it had been previously.

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Early Newspapers Carry Stories of Varied Events

SEP 30 1973 BY DOROTHY J. CLARK

If my readers had picked up THE DAILY WABASH EXPRESS newspaper from their front porch this morning instead of the Sunday TRIBUNE-STAR — as this was 1864 instead of 1973 — they would have read some very different news items indeed.

At the Common Council meeting, His Honor Mayor Lange and Councilmen McKeen, Coats, O'Boyle, Fellenzer, Engles, Pence, Wilkinson, Haney and Paddock granted Henry Keneke's petition for a license for theatrical exhibitions at his building called "Concert Hall" on North Fifth street. This license cost \$50 a year for three years.

The Council also decreed that a 500-barrel fire cistern was to be installed at Seventh and Wabash, and another at Fourth and Lafayette Road, near the new school house on North Fifth street. They also increased the police department to twelve men.

A few weeks later the momentous decision was made not to move the post office — just enlarge the facilities with a brick addition.

The cornerstone of the new German Catholic church on East Ohio St. was laid Oct. 1, 1864.

The marble works of Walter E. Eppinghousen furnished an unusual new item. It seems Charles Eppinghousen had been commissioned to design and execute a most elaborate and unusual headstone for the grave of the infant son of Lew Townsend, of Cincinnati, Ohio.



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On one side of this unique tombstone was carved the Saviour's blessing: the kneeling forms of innocent children, while above a large cluster of rosebuds hovered emblematically.

Portrayed in the larger blooms were the father and mother. In the bursting buds were the two living children, while in the wilted and drooping bud, barely clinging to the parent stem, was the dead child. Carved underneath on a scroll was the inscription, "Our darling boy."

At any time I'm in Cincinnati, and can find the time, I'm going to try to find this tombstone (if it's still in existence).

About the middle of September, 1864, there were frequent news items concerning planned balloon ascensions. Prof. Steiner, the celebrated aeronaut who accompanied the Army of the Potomac making aerial reconnaissances

of the enemy's movements, proposed to make a grand ascension in his magnificent balloon the "Gen. U.S. Grant" sometime later in the month. One of the oldest aeronauts in this country, Prof. Steiner had over 14 years experience in making aerial voyages from all parts of this and other countries. He planned to go from Terre Haute to New York, and a large crowd was predicted to witness the daring aeronaut take his depar-

ture for the clouds from the local Fairgrounds.

On Oct. 1 omnibuses left the city every 15 minutes taking the large crowds of spectators to the Fairgrounds (Wabash at Brown Aven. now). In addition to the main event, there were army balloon ascensions

"to accommodate those who wish to ascend 1,000 ft." scheduled for the entire day.

Just before Christmas, 1864, there was another announcement. "Prof. Merganser informs the public of Terre

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Haute and neighboring villages that he will perform his celebrated flying voyage in Terre Haute, Tuesday, Dec. 7, at 12 o'clock noon. He will sail from the Terre Haute Draw Bridge to the bend of the river southward and return. This wonderful feat is accomplished simply with the aid of wings, which all may inspect before and after the voyage. The public generally are invited to be present.

On Dec. 28 the editor made the following announcement: "The Merganser Sell was the sensation of yesterday. Hundreds of people flocked to the river to see the Professor whose 'wings' could be inspected before and after the voyage' fly from the Draw Bridge to the bend of the river southward and return. With the crowd we went down directly after noon and found about 2,000 people about the bridge and on the river bank, on foot and in carriages, eagerly watching the moment when 'Merganser' should stretch his wings. But they waited in vain. Merganser, from some cause, failed to appear."

The editor explained that the first advertisement was inserted and paid for, but the second time payment was only assured, not paid. He also stated that Webster's Dictionary defined Merganser as "a water fowl of genus Mergus: called also goosander." In other words, the public (and the editor) had been had!

A \$500 reward was offered for the apprehension of the scoundrel who cut the canal. The reward was to be paid for any information that will "lead to the conviction of person or persons who cut the canal bank, on the night of 8th instant, at the place known as the round pond, two miles above Terre Haute." This was by order of General Supt. Jas. Johnson, of District N. 5.

A short time later it was announced that the office of the trustees of the Wabash & Erie Canal, and the Canal Land Office, was removed to Dowling's new building on Sixth Street in the north room.

I'm sure the news that the new draw-bridge at the foot of Main Street was finally ready to accommodate travel was most welcome. "It will not be used until a toll house is erected, unless the rickety affair now in use should take a

notion to go south with the first freshet."

The rate of toll to be charged to use the new bridge was listed. The ferry of Barbour S. Pinson, known as Durkee's Ferry, was allowed to charge the same rates.

Like most of my readers I like to read the news, but sometimes it's more fun to read the local news of former years.

Woman's Club Organized At Marshall, Ill., in 1898

By DOROTHY J. CLARK Community Affairs File

The first minutes book of the Woman's Club of Marshall, Ill., was recently given to the Historical Museum as part of the history of the Wabash Valley. This 75-year-old book begins with the first meeting held Sept. 27, 1898, when the small group of ladies met at the home of Mrs. Alice Farlan "for purposes of organizing a Woman's Club."

There were twelve charter members including the newly-appointed officers: Mrs. Schwanecke, pres.; the hostess, Mrs. Harlan, vice pres.; Miss Emma Ewalt, treas.; Miss Mattie Mayer, sec'y.; Mesdames Clara Harlan, Walter Cole, Trueman Booth, Rose, Handy, and the Misses Stephenson, Gertrude Shaw and Fannie Andrews.

Miss Gertrude Shaw was selected as leader of the philanthropic committee. The group decided to study foreign countries beginning with England, and to consult with Mrs. Shoaff of Danville, Ill., about the doings of the club there.

There was obviously a great deal of enthusiasm for the new club, for ten more members joined after the first meeting. They included Mesdames Ruth LeGore, Martha Cole, Yant, Burnett, Anna Lycan, Hogue, Fred Keifer, and Misses Lillie Marvin, Anna Mitchell and Scholfield.

In October, 1898, the club met at Mrs. Booth's home to hear Mrs. Shoaff tell about



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the Woman's Club of Danville, Ill. This time there were thirteen new members: Mesdames Dr. O. Mitchell, Gorham, George Baird, and Misses Carrie Archer, Cora Holler, Clara Schwanecke, Clarine Grenough, Laura Arbuckle, Lucy Quick, Mayme Hughes, Cora Baird and Flora Wallace.

Two weeks later the group met in the evening and adopted by-laws. They decided to meet twice a month; "three dissenting voices" would exclude a prospective member, and if a member missed three meetings "without good cause" they were automatically out. The first program, given by Mrs. Handy, was "A Resume of English History from 446 to 1066" and "A Letter From Southampton" plus "Impressions of London Today." It sounds very much as if this member had recently traveled to England and welcomed the opportunity to tell about her journey.

In November the club set the minimum age at 17 years. Tardy members were charged the small fine of five cents.

After Christmas, 1898, the social committee gave its first reception at the home of Mrs. Dr. O. Mitchell.

The year 1899 began the study of Shakespeare. In May, the officers were re-elected, but the treasurer declined so the secretary took over her duties also. If a member failed to give her assigned program she was fined one dollar.

At the turn of the century the club had 25 members. The secretary wrote very brief minutes, and statements such as "business transacted" and "program as per calendar" tell us very little. By April, 1900, they were studying "Russian Wealth."

There was a notation that Clara Harlan (Mrs. Will) died March 13, 1901. Mrs. Walter Cole resigned as president; Gertrude Shaw became secretary and the handwriting became larger and more legible. In 1901 the club studied French history.

In June, 1901, the club decided to meet Saturday afternoons instead of Friday evenings at the homes in alphabetical order. They also accepted an invitation to attend the Lawn Fete given by

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the Afternoon Club. Colonial History was the study through the rest of 1901.

In May, 1902, there was sixteen dollars in the treasury, but the club decided to give \$25 to help build the cemetery walk, and Mrs. Foster was appointed solicitor. There was also a report on "chickens running at large."

In 1902-03 the secretary's minutes changed from Miss Shaw's heavy hand to Miss Cora Baird's dainty script. In January, 1903, the club brought in their first outside speaker, Prof. W. M. Evans, whose topic was "Lowell" at the Congregational church. The club asked a committee of four men, William Shaw, Mr. Schwanecke, William Harlan and Ed Booth, to supervise the building of the cemetery walk. Plans and specifications for this walk are included in the book. Funds were raised, the walk constructed and paid for by the ladies for \$575.32.

New officers elected in May, 1903, were Miss Nellie Stephens, president; Miss Fannie Andrew, vice president, Mrs. Sel Hanley, treasurer, and Mrs. Frank Foster, secretary. The minutes book turned to pencil scribbling and difficult to read. The club voted to have every other meeting "of a social nature." They began to have "readings" in addition to the educational papers and piano selections "followed by lots of talk and good things to eat."

The February, 1904 meeting was held "after a sleigh ride and oyster supper." At this

meeting they voted to build a drinking fountain "with funds on hand." The building of a concrete sidewalk from the city limits to the depot was discussed.

The 1905-06 club year began the club's involvement in town affairs. They held meetings to discuss such issues as the "great need for" a music teacher in the schools and how to go about establishing a library for the community.

The old minutes book ends in 1907. New names added were Behner, Bell, Denney, Duncan, Janney, Prevo, Purdum, Warriner, Mosan and Hamill.

A newspaper clipping told of a typical club meeting at the home of Mrs. H. M. Janney with 30 members attending. "A smelling contest was the feature of the day. Twenty bottles containing perfumes, extracts and drugs of various kinds were set out before them and all kinds of fun over the confusion it caused. One lady declared that there was only one kind of perfume she did know and that was hellebore, but there was, of course no helio on the table,

and she had a bottle of helip at her nose while she was talking. Mrs. Cook won the prize. Then each was required to draw some object in Mrs. Janney's guest book. A pleasant afternoon followed the dutch lunch."

All of which leads to the conclusion of this writer that women's clubs are very little different now than they were 75 years ago!

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TERRE HAUTE, INDIANA

Terre Haute's Factories Prospering 70 Years Ago

Community Affairs File By DOROTHY J. CLARK To SEP 2 1973

Seventy years ago all of Terre Haute's factories were prospering and labor was finding plenty to do.

Highland Iron & Steel Co. was employing 500 men and turning out a large amount of bar iron. As fast as it was finished, the product was shipped out due to the strong demand in the iron and steel market.

An electric crane costing \$15,000 was being installed to be used in changing the rolls. Several train loads of shearing machinery had also arrived. Some of the machines were to be used in the muck-mill department, and the others were to be used in cutting scrap iron. Several small outside buildings had been erected for the purpose of sheltering the shears and for storing purposes.

All of the glass factories were busy 70 years ago, and the large stocks accumulated during the winter were expected to be depleted by the spring shipments.

The North Baltimore Company had over a quarter of a million dollars stacked up in bottles in its warehouses here and at Albany, Ind. Of the beer and soda varieties in both green and amber colors, the stock represented actual orders for spring delivery. Mr. Pfau, president of North Baltimore, said the entire output was sold up to May first.

Terre Haute's importance as a glass center was rapidly growing. The new factory which North Baltimore was building was completed June 1, 1902, but the fire was not started until September. This new tank had a 200 ton capacity daily and kept 24 shops going. Over 500 men were employed when the new addition was in operation.



DOROTHY J.
CLARK

The Modes-Turner factory at 25th and Locust streets was employing a full complement of workmen, and bottles were being turned out with great rapidity. Their large stock was also stockpiled for early spring shipment. This factory was also doubling its capacity and planned to furnish work for at least 500 men when both furnaces were running. A continuous twelve-ring tank was newly constructed in the furnace building.

The Up-to-Date Manufacturing Company, makers of ornamental fencing, found their busiest time came between March 15 and June 15. Already doing an excellent business in 1902, they planned to double the capacity of their factory.

Columbian Enameling & Stamping Works got into production in the spring of 1902. The engines were in place, the machinery installed, and many of their skilled workmen and their families were already here ready for the welcome noise from the big whistle.

At the Streeter factory, three glass-blowing machines were in operation and all indications were the fruit jar market would increase.

At the Root Glass Works factory business was keeping up in good shape and a large number of blowers and helpers were enjoying steady

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employment.

Seventy years ago people were still talking and writing about Vigo's first county fair held Nov. 3, 1837, by the Vigo County Agricultural Society on the grounds of the Central Turf Club near Terre Haute.

Four stations were exhibited by Messrs. Huntington, Redford, Mullen and Hull, along with several very fine brood mares, colts and geldings. Visitors gaped at "three

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large and beautiful bulls of fine form and pedigree, besides cows, calves, jacks, boars, etc."

At this first county fair there was much interest in the display of the fine butter made by some of the ladies in the county. Some very high prizes were paid for the prize-winning butter at the sale following the judging.

Of great interest was a fine specimen of sewing silk manufactured by Mrs. Morehouse. This silk was later on display at the store of Messrs. J. and S. Crawford.

Mr. Corey Barbour's dairy exhibited some very excellent cheese.

A fine piece of jeans cloth manufactured by Mrs. Hull and a piece of flannel by Mrs. Morehouse were also exhibited and much admired.

D. W. Rankin displayed a pair of beautiful mahogany tables manufactured at his Terre haute establishment. His fine cabinet work was well known.

Local people were also reading about Paul Dresser in the newspapers in 1902. It had been announced that he would star next season in a new comedy-drama written by Edgar Selden, and based upon Mrs. Dresser's successful ballad, "Way Down in Old Indiana," which was to be its title.

The tour, entirely composed of week stands, was to open in Indianapolis on October 6 of that year. According to the news release, "Mr. Dresser has made Indiana, his native

state, immortal in song, and he personally confesses that the Hoosiers like him well enough to have circulated stories by which it appears that he has been born in every county in the state. He is going to play a genial, big-hearted, country tavern-keeper, a part that will be made to fit him so exactly that make-up practically will be unnecessary.

"The play, it is promised, will exude the gentle, tender atmosphere of James Whitcomb Riley's poems, and the cast will be especially selected to portray faithfully the Indian character types. R. J. Jose will make, in this play, his initial appearance in an acting part, singing the song from which the drama takes. Mr. Dresser may compose some new songs for interpolation."

In contrast to this, the Vigo County Prohibitionists met at the Y.M.C.A. in regular county convention. All the townships elected chairmen except Lost Creek. Those

selected were: Fayette, R. W. Hay; Otter Creek, Mrs. Mamie Elson; Nevins, Ralph Hollingsworth; Sugar Creek, John Erwin; Harrison, David Kimberly; Riley, Mrs. Molbe Moss; Honey Creek, Orville Floyd; Prairieton, Rev. W. M. Halberstadt; Pierson, George VanCleave; Linton, C. O. Bowne; Prairie Creek, Q. A. Hunt.

More Reminiscences About Country Stores of the Past

TS AUG 26 1973 By DOROTHY J. CLARK

Boys who didn't have a farm to work on — the preachers', lawyers', and doctors' sons — often started out as storekeepers, and the training they received stood them in good stead in other professions.

Particularly did the country store turn out politicians. Outstanding examples were Abraham Lincoln, Grover Cleveland, Samuel Pomeroy, founder of the Free Soil Party in 1848, and James Duane Doty, Governor of the Territory of Wisconsin and in 1863 of the Territory of Utah.

Many clerks stayed with the business and became storekeepers themselves. A clerk's life might be eternally rushed and confining, but it was never dull. Almost everything that went on in town fanned out from the country store.

There was always coming and going in the store, and plenty of "settin'" too. On rainy days farmers who couldn't work outside came to the store to lounge awhile with the regular "setters." There were always chairs around the fire, crackers in the barrel, and small talk to join in. Clerks kept sharp eyes on the loungers, quietly moving a raisin barrel out of reach when a hand dipped too frequently, pushing a cuspidor suggestively closer, toning down horseplay, the teasing of cats and dogs that roamed the store, and the baiting of the village unfortunates.

When central heating came into use, and stoves were no longer necessary fixtures, the loafers' chairs and benches moved to the porch, or the sidewalk in front of the store. The supermarket even did away with them entirely.

In the early days respectable business houses never went outside to solicit trade, but soon the traveling salesman or "drummer" was out on the road. The early bagmen were frequently flashy dressers with gay waistcoats, vivid neckties, heavy gold watch chains and occasionally real diamond rings. They set the fashion for dudes across the country.

Loaded down with sample cases and order books, they roamed the country. Transportation was expensive, but hotel charges were cheap. Rooms and meals ranged from \$1 to \$1.50 a day. By 1860 there were about 60,000 commercial travelers abroad in the land.

The drummers of yesterday, like the salesmen of today, brought the storekeepers new items, new ideas, and kept the merchandise moving from factory and warehouse to the counters where people could see and buy.



DOROTHY J.
CLARK

Bath Brick, imported from England, was the only commercial scouring polish on the market until Sapolio came along to supplant it. In brick or powder form it retailed for about ten cents a brick in the mid-1800's. Bath-brick has been known and used in England since the Napoleonic Wars when it was the English soldiers' standard polish for guns, uniform buttons, etc.

Sapolio, the first commercial scouring powder manufactured in this country, was brought out in 1869. After people were educated as to its use, it replaced the sand and Bath-Bricks formerly used. Many advertising gimmicks

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were used to introduce the new product. Using the trade mark "Spotless Town," linoleums were popular until World War I.

"In Spotless Town they got a bore

Who slyly spat upon the floor.

They washed his mouth ■ white as snow

With water and Sapolin.

If you don't expect his fate,

You must not expectorate."

Starch was another product to be found on the shelves of the country store. Corn starch was perfected in 1842 and soon crowded wheat starch from the market. Fashionable stiff-starched ladies' "waists," petticoats, and light dresses of the 1900's set starch manufacturers vying for sales with gaily labeled boxes.

The following rules for employees, reputedly posted in a store in 1854, were widely reprinted:

THE FOLLOWING RULES

WILL BE PUT IN FORCE AT ONCE

Store must be promptly opened at 6 a.m. and remain open until 9 p.m. the year-round.

Store must not be opened on the Sabbath Day unless absolutely necessary and then only a very few minutes.

Any employee who is in the habit of smoking Spanish cigarettes, getting shaved at a barber shop, going to dances and such places of amusement, will most surely give his employer reason to be suspicious of his integrity and all around honesty.

Each employee must not pay less than \$5 per year to the church and must attend Sunday School every Sunday.

Men employees are given one evening a week for courting purposes, and two if they go to prayer meeting regularly.

Leisure time must be spent in reading good literature.

Another store owner wrote out the following:

We always commence our year's help in April . . . He is to sleep in store, board nearby where he may elect, so as not

to be gone too long to his meals, and do his own washings. We pay our help every Saturday night for what time they have worked.

Self-service stores presented their own problems. New techniques, low pressure selling, planned display, and "talking" sales were developed. In self-service, the importance of the placard was early learned. Once a quantity of Old Trusty Dog Biscuits, shaped like a dog bone, were purchased in bulk, weighed out in two-pound cellophane bags, and placed for sale. Next day a belligerent matron slapped a package of dog biscuits on the counter. "We can't eat these cookies, they're stale. They won't even dissolve in coffee." The identifying "Dog Biscuits" appeared immediately thereafter on the sign.

Recall Trading Customs In Old Country Stores

Community Affairs File

By DOROTHY J. CLARK

There are very few authentic old-time country stores left in this country. You can find a few general stores in rural communities. Resort areas have their accommodation stores. But the country store of the cracker-barrel and the checker players around the pot-bellied stove has become more of a museum restoration than an actual place to do the family shopping.

From the days of the Indian tradingpost to the modern supermarket, the motto seems to have been "Plenty of Everything, and All In One Spot."

Many of Terre Haute's leading citizens founded their fortunes on opening a general store. Demas Deming, Chauncey Rose, George W. Dewees, Lucius Ryce, the Warrens and the McKeens, to mention only a few, turned ambition, hard work and imagination into hard-earned dollars to re-invest in real estate, banks, railroads, and businesses and become wealthy men.

From the early pioneer days of trading beads and blankets, kettles and axes (and firewater) to the Indians for their furs at the trading post, to the general store established in the small village or river town, the whole idea was to serve the community and make money for the enterprising trader or storekeeper.

Money was always scarce and barter was the method of exchange. Farmers needed coffee, tea, sugar, salt, medicines, tobacco, etc., all the things they could not grow for themselves. Of those mentioned only salt was indispensable. Their farm surplus could pay for these extras and luxuries.

Indian money or wampum was made from the thick blue portion of fresh water shells. Drilled with a hole, the beads were polished and strung on hempen strings about a foot in length usually two white beads equalled one purple or black. Four loose white beads and six darks passed for a Dutch silver or penny. The English later changed this to six white beads and three black.



DOROTHY J. CLARK

New England towns collected their taxes in wampum, and long after the American Revolution wampum was traded by the eastern Indians with those tribes in the Midwest.

Three-cornered trading in which no money changed hands but bills of credit, due bills, and store orders were the usual thing, set the pattern for trading in commodities instead of cash which continued in use in many general country stores until the late 19th century.

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bag, etc. which contained them. Tare was the allowance made to the buyer for the weight of the container. Trett was the allowance of 4 lb. in every 104 lbs. for waste, dust, etc. Suttle was what remained after one or two allowances had been deducted.

The old store accounts written by hand in beautiful copperplate are excellent sources of historical research. They tell what the people bought, what they paid, what they used in place of money, the items on the shelves, the prevailing fads and follies of the public, and "how it used to be."

Early cash crops of the pioneer woman included maple syrup, homemade brooms, skeins of spun yarn, dried apples, blackberries, blueberries, knit stockings, feathers, salt pork, butter, eggs, chickens and baked goods.

The women would trade these items for foods that were not home-grown such as candy and chocolate, lemons, figs, oranges and raisins, ginger, cloves, cassia, cinnamon, spice, red pepper, black pepper, nutmegs, codfish and mackerel, tea and coffee, salaratus, sugar loaf, salt, soda and soap.

Perhaps she needed to add to her supply of natural herbs and medicines, such items as antimony, madder, ointments, linaments, paragoric, peppermint, rhubarb syrup, sal ammoniac, saltpeter, port, brandy, warm medicine, camphor, balsam and castor oil.

The country store was a housekeeper's horror. Soaps and spices, dishes, books and drygoods were piled on the shelves. Hardware and leather goods shared floor space with barrels of flour, sugar and molasses. A cat in the cracker barrel was commonplace. Axes, long chains, kettles, pots and pans, kegs of nails, were piled in corners or hung from rafters. Shoes were piled loose in a big box. Coffee, cheese and tobacco crowded the counter.

Women who bought yard goods had to hang it out to air before they started "making it up." The distinctive odor of the old-time general store is what most old timers remember best. After 1860, barrels of kerosene added a new smell.

Purchases were wrapped in "pokes" or "paper," a cornucopia of twisted paper which was wrapped around with string to hold the package together. The paper bag industry began to flourish about 1869.

More next week on the country store...

Early storekeepers learned to master the intricacies of weights and measures and mark their prices in code. It was customary to mark off a section of the counter with nails or tacks, whereby a yard was divided into four squares, with each square divided into sections of 2 and $\frac{1}{4}$ inches.

"Getting down to brass tacks" or measuring cloth was 4 nail (na) equals 1 quarter of a yard (qr); 4 quarters equals 1 yard (yd); 3 quarters equals 1 Ell Flemish (E.Fl.); 5 quarters equals 1 Ell English (E.E.); 6 quarters equals 1 Ell French (E.Fr.).

There were tables for wine measure by which all bran-

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Dorothy Clark

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dies, spirits, mead, vinegar, oil, etc. were measured: 4 gills make 1 pint; 2 pints make 1 quart; 4 quarts make 1 gallon; $31\frac{1}{2}$ gal. make 1 barrel; 42 gal. make 1 tierce; 63 gal. makes 1 hogshead; 2 hogshead makes 1 pipe; and 2 pipes makes 1 tun.

231 solid, or cubic inches make a wine gallon, but a beer gallon contains 282 solid inches. A bushel contains 2,150 and 4-10 solid inches.

In long measure, 3 barley-corns make 1 inch; 1,728 solid inches make one solid foot; 40 ft. of round timber or 50 ft. of hewn timber to 1 ton or load; and 128 solid feet, or 8 ft. long by 4 wide and 4 high, to a cord of wood.

Tare and Trett were the practical rules for deducting certain allowances which merchants made in buying and selling goods by weight. Gross weight was the whole weight of any sort of goods together with the box, cask, or

Clark, Dorothy Community Affairs File

Development of Railroads Traced from Early Days

By DOROTHY J. CLARK Is AUG 12 1973

The first sight of a steam locomotive throwing up black smoke, giving off glowing sparks, seeming to breathe, to snort, to cough and sizzle, and making its own power out of wood and water, was a startling thing, a new sort of animal, an object to give pause to any person. Applying the first analogy that came to mind, people called it the Iron Horse, and it became a part of American life and the most important machine in the 19th century.

Here was the machine that put transportation into a new era, that set it apart from travel over turnpike. A train of wooden coaches pulled along wooden rails by horses, the method used by a number of 1830 railroads, was not so different from stage coaches pulled along turnpikes by horses. Only the rails were different.

The early English locomotives weighing six or more tons were too heavy for the American rails. The first American locomotives were smaller with two axles and four wheels in front resulting in better weight distribution and also a shorter wheelbase, permitting the machine to take curves in the track with less wear on wheels and rails. This change developed into what railroaders know as a "4-4-0" — an engine with four-wheel leading truck, with four driving wheels coupled, and no wheels behind the drivers.

More changes and developments came along in rapid succession. The steam-tight metal joint that would carry 120 pounds of steam and not leak was perfected. The English joints were made of canvas and lead and would not carry 60 pounds of pressure. Coal instead of wood was used for fuel, and banded wooden wheels were done away with and replaced with chilled steel.

Elaborate decoration of locomotives was begun in the 1850s and continued for a quarter of a century. They were painted every color of the rainbow, and decorated with painted on flowing ribbons, curlicues, gold, scrollwork, animal figures and fine lettering. The cabs were made from walnut or mahogany and well-upholstered inside. Sometimes a piece of glass was fitted over the number or name of the engine.



DOROTHY J.
CLARK

When derailments were caused by wandering horses or cattle, an American named Isaac Dripps thought up the cowcatcher or pilot. In 1836, when Pennsylvania was visited by a tremendous plague of grasshoppers, it was soon discovered that trains could not run over the slippery squashed bodies of the insects. Crews of men armed with brooms were set to work to precede the trains and sweep the hoppers from the rails. But more often than not the hoppers were back on the rails by the time the next train came along. Brooms attached to the head ends of locomotives soon wore out. Then some forgotten man hit upon the idea of sand. He filled a box with dry sand, put it on top of the locomotive and ran pipes from it down to a point just in front of the drivers. It worked wonderfully well and since then no American locomotive has been without a sandbox.

Beginning to take on its classic form, the iron horse

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still lacked a whistle. On the early roads the engineer often hung out a flag on a pole when it was time to apply the brakes to the cars, and a lookout sat on the roof of a coach to spy the flag and call the crew to man the brakes. An improvement was quickly discovered when some curious engineer tried a new type of signalling; he lifted the steam valve on the dome, either with his hand or an iron rod, causing steam to rush out with loud hissing and thus attract the attention of the train crew. Soon whistles were an integral part of all locomotives.

At first, trains ran only in the daylight hours. It was considered very hazardous to run trains after dark, even if there was a need for it. It was necessary to send a pilot locomotive ahead of the passenger train to test the rails, etc. Then Horatio Allen had a small flatcar made, covered the platform with sand, and on top of the sand built a fire of pineknots. This fire-car was pushed ahead of the night-running engine and gave a sort of weird and jumpy illumination of the track. About 1840 the conventional headlight, burning kerosene and having tin reflectors, came into use.

Probably the first effort to increase knowledge of a train's movements was that of some forgotten station agent who erected a wooden tower at his depot and when he thought the cars were about due, he climbed to the tower top and sat there on a perch, spyglass in hand. There he remained until he could glimpse the distant smoke plume. He then climbed down to announce, either by shouting or ringing a bell, or in some cases by blowing a horn, that Number Four would be along pretty soon. Out of these crude watch towers grew the system of semaphore signaling, with its high ball for a clear track.

The unsatisfactory wooden rails topped with strap iron were made obsolete by Robert L. Stevens who whittled out of wood a model for the iron "T"-shaped rail much as we know it today. The "T" rail proved to give the best support for the amount of iron (and later steel) used, and it could also be spiked directly to the ties.

Being individualists, American railroad builders selected a gauge of track and built its engines and cars to fit. This made for something like chaos in later years. Different railroads in the east used 4 ft. 8 in., 4 ft. 9 in., 4 ft., 10 in., 5 ft. and even 6 ft.

Several of the lines laid their tracks on ties of split granite which proved to be too rigid. They had to tear up their expensive roadbeds and put in ties of hickory or oak. The use of preservatives began very early, for in 1833 the soaking of cross ties in salt solution before they were laid was advised.

In 1837 cars of startlingly

different design were first put into use. This was the first break away from the stagecoach idea of passenger cars. The new cars ran on eight instead of four wheels and had end instead of middle doors, and for seats benches along the sides with a narrow center aisles. At each end of this new type of car was a small room some five feet square. One was designed for "such feminine passengers as might wish to make changes of their apparel under conditions of privacy," the other was an out-and-out barroom where thirsty males, who were greatly in a majority in that day of comparative masculinity, could wet their whistles as the cars rolled along. Probably many a dram was taken with the explanation it prevented car sickness.

Windows were small and nailed tight shut to keep sparks from blowing in and setting fire to the inside of the coaches. This actually happened more than once. In hot weather these "improved" coaches were unbearably hot and smelly and crowded. In cold weather a small stove was installed in one end of the car and these became the cause of cremation of many passengers when the era of railroad derailments and collisions started to push the ghastly steamboat accidents off the front page.

Night travel was worse. The male traveler hung his coat on one of the wall hooks, put his feet up on the seat in front, if there was room, then lay back and went to sleep if he could. The womenfolk could not be

so comfortable, for it was not seemly for them to lift what were known as their extremities off the floor. They merely sat and dozed. At night the cars were lighted by one candle at each end, stuck in candlesticks near the doors.

The cars were coupled to each other with some three feet of chain. Since the engineer was no man to worry about the comfort of the passengers, when he started his engine, he opened up fast and took up the slack in the coupling chains with gusto and a bang. More than one traveler reported that the starting of a train jerked off every stovepipe hat aboard. Chains gave way to drawbars, then to link-and-pin coupling.

It was passenger and not freight traffic that kept the primeval railroads running. During 1835 the total freight receipts of railroads operating in Maryland increased by \$8,400, while the income from passengers jumped up by \$139,000. Railroads actually created travel. The average speed was probably not more than 18 miles an hour. So, the rails multiplied and expanded and every city, every one-horse village in the United States was bound to be on a railroad, even if it had to build one at home and with home capital.

Temperance Movement Hit Area Towns 100 Years Ago

Ts AUG 5 1975

By DOROTHY J. CLARK

In years gone by, Clinton, Ind., had its temperance problems as did many Hoosier communities. The liquor question became a hard-fought battle between temperance and anti-temperance people, but the saloons remain.

One of the most remarkable movements along this line was the "Woman's Crusade" of 1874-76. In 1874 a band of praying women laid seige to a saloon, day and night, being on duty in shifts, by turns. The proprietor finally surrendered.

In August, 1875, a group of ladies headed by Mrs. Malone and Mrs. Kibby, marched in a double file to the saloon owned by Tice & Melcher to hold a conference with the proprietors. On arrival they found the fort evacuated and the doors wide open. The ladies guarded the place until evening and then retired from the battlefield.

The next night one of the proprietors was arrested, and while he was in custody the citizens gathered at the saloon and demolished everything that contained intoxicating liquors. The proprietor sued fifteen of the citizens for five thousand dollars damages, but the case was compromised and dismissed.

Newport, Ind., had her share of temperance troubles too. She had the usual number of crusades and temperance societies and great temperance revivals over the liquor question. This was a problem back before the Civil War period when whiskey was supposed to be a better grade than later when the government exacted a large revenue.



DOROTHY J. CLARK

There were several attempts to make Newport a "dry" town. First the Order of Good Templars began its work in 1886 with a traveling Methodist minister, Rev. J. E. Wright, as president. Other members of this defunct organization included: Betsy Griffin, Joseph Hopkins, Benjamin Canter, Ivy A. Astor, Sally Canady, John Wigley, Rebecca Huff and Joseph Cheadle.

The next movement was the tidal wave of the "Woman's Crusade" which struck Newport with full force in 1874. Meetings were held in churches, speeches made, and a committee appointed to wait upon the two saloon keepers of the county seat who soon closed their dram shops and signed the pledge not to open again in Newport.

The drug firm of William M. and William L. Triplett, father and son, refused to sign the pledge. They insisted on their right to sell liquor for medicinal, mechanical and sacramental purposes. They were publicly charged with

selling liquor at wholesale for drinking purposes, but they denied the charge. The controversy was long and bitter but they held their ground. Later the father died, and the son moved away from the community.

In December, 1874, a farmer's wife became enraged at her husband's way of spending

his time and money in the saloon. She "made a general scatterment" among the inmates of the saloon when she entered the all-male premises and marched her husband straight home.

In 1877 that great temperance reformer Francis Murphy and his blue-ribbon movement hit Newport like a cyclone. More than 300 men signed the pledge in two night's time. Again in 1879 came the red-ribbon movement of Tyler Mason which proved even more effective.

At one time Newport had a very strong W.C.T.U. (Women's Christian Temperance Union) and edited a department in the local newspaper, "The Hoosier State."

In the history of Mansfield, Ind., the ladies of the village and surrounding county performed one deed which should live in history. Prior to and during the Civil War, Mansfield was "harboring slavery within her midst in the form of intemperance."

Rising up in force, the ladies marched forth and made open war upon the liquor traffic. They rolled barrels of liquor into the streets and slipped the contents. Mrs. Samuel Johnston was one of the ladies in this whiskey insurrection. The ladies were victorious and Mansfield became "dry."

Later, another saloon was started in a building standing on the creek bank. One night some citizens hitched oxen to it and pulled it over into the creek. This wound up liquor selling, even in drug stores, for many years.

During the Twenties and early Thirties another industry — one with a high mortality rate — came into prominence, rum running or bootlegging. This was a gaudy era with supercharged Packards and LaSalles and Hudsons burning up the rutted secondary roads in showers of sand gravel.

There were midnight rendezvous outside town on deserted roads to transfer cases of Canadian booze or moonshine rotgut liquor, alcohol in any form. Road houses with the familiar "Joe sent me" message given at the heavily guarded door came into existence.

The mysterious rise in the financial status of certain local families could only be explained by their neighbors as having something to do with bootlegging. That phase of town history came to an abrupt end with the repeal of prohibition.

The old-time saloon never did come back like it was before Prohibition. Saloons where the thirsty could regale themselves with good lager, "forth rod" and "lay-em-straight," in quantity and quality according to demand, were gone.

In certain neighborhoods the local tavern was called "bucket of blood" or some such descriptive name, but there were very few honest-to-goodness saloons ever reopened again.

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TERRE HAUTE, INDIANA

Community Affairs File

Pioneers Were Original Do-It-Yourselfers

By DOROTHY J. CLARK

TS JUL 29 1973

The pioneer could not run to the grocer, the druggist, and the merchant to supply his wants. The original "do-it-yourselfer," his ingenuity was often put to the test. With a knack for wood-working, a sharp axe and an auger or "burning-iron," the early farmer could make almost anything he needed. There was no limit to the skill of a "handy" man.

With his sharp axe the pioneer could not only cut the logs for his cabin and notch them down, but he could make a close-fitting door with wooden hinges and a neat latch. With his axe and auger or burning iron he could fashion his hames and sled-runners from the roots of an oak or ash.

He could make all his whiffle-trees, stock his plows, make or half-sole his sled, make an axle-tree for his wagon (if he had one), make a rake, a flax-break, a barrow, a scythe snath, a grain cradle, a pitchfork, a loom, a reel, winding blades, a washboard, a stool, a chair, and, in a pinch, a table, a bedstead, a dresser, and a cradle in which to rock the baby.

If he was more than ordinarily clever he repaired his own cooperage and adding a drawing-knife to his kit of tools, he even went so far as to make his own casks, tubs, and buckets. But he usually patronized the cooper, and always the blacksmith, the tanner, and wheelwright. He had little use for the shoemaker, because he made and mended all his own shoes. He had less use for the fuller and tailor because his wife spun and wove all the cloth and cut and made all the clothes. He seldom needed the house carpenter, because with his axe he could do about all the carpenter's work the fashion of the times required.

The do-it-yourself idea is not new. According to FARM AND FIRE SIDE of 1899.

"Hundreds of dollars are wasted every year in paying for repairs which could be done by you just as well as by the person you hire." They offered 44 first-class tools in a



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Home Repairing Outfit for Boots, Shoes, Harness and Tinware Repairing. Included were one iron last each for men, women, and children's shoes, and an iron stand for for the lasts; one shoe hammer; one shoe knife; one peg awl and handle and wrench; one stabbing awl and handle; one bottle leather cement; one bottle rubber cement; one bunch bristles; one ball shoe thread; one ball shoe wax; one package clinch nails; one package heel nails; four pairs heel plates; six harness needles; one harness and saw clamp; one box slotted rivets; rivet set; one harness and belt punch; one soldering iron and handle; bar solder; bar resin; bottle soldering fluid; copy of directions for half-soleing and soldering.

Purchased in the hardware store, this kit would have cost nine dollars, but they gave it free to any subscriber who could obtain a new subscription to FARM AND FIRE SIDE.

Money was scarce among the early settlers. It was customary to barter corn for whiskey, a bushel of corn being exchanged for a gallon of whiskey. As late as 1852 whiskey retailed by the gallon at 16

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cents and by the barrel at 11 cents.

The first farm implements were very rude affairs. For breaking new ground a plow generally known as a "jumping devil" was used. It was formed after the fashion of single shovel plows, though it was much heavier and stouter. Plows with wooden mold-boards were also in use as late as 1850.

Oxen were principally used in breaking ground and doing other farm work, as well as drawing the family to church or elsewhere.

Corn was dropped by hand and covered with the hoe until well after the Civil War. Wheat was originally sowed broadcast and brushed in with a huge pile of brush drawn over the field by the oxen.

In later years the wooden-tooth harrow took the place of the brush, and many years later by the iron-tooth harrow. From 1820 to 1840 wheat was

cut with sickles. Wheat cradles were introduced about 1840 and were regarded as a most wonderful invention. Still later it was superseded by the reaping machine in the 1850s.

In the days of the sickle, farmers found it more difficult to dispose of their meager products than now. Wheat sold at 40 cents and Pork sold for \$1.50 or \$2.25 per hundred. Much of the produce of that time found its way south in flat boats. Hogs were driven to river towns where they were sold to meat packers who also shipped the salted and cured pork down river.

A good farm hand received eight dollars per month; harvesters 50 to 62½ cents per day. The current money was silver in 6¼, 12¼, 25 and 50-cent pieces, with an occasional dollar.

Realizing that in union there is strength, log-rollings and house-raising were frequent and the neighbors would gather for miles around. At these gatherings every man was expected to do his whole duty, and he who was found reaching for the "lone end of a handspike" was the butt of

all jokes for the rest of the day.

They also helped each other in husking corn. It was customary to gather corn with the husk on and pile it up in one huge pile in a barn or adjoining corn crib. When the crop of the neighborhood was gathered, the husking commenced.

The women also helped each other in their many duties. While the men were husking corn and passing "the little brown jug" as often as a red ear was husked, the women were quilting and picking wool. At nightfall the dance began. By the light of the tallow dip and to the music of the flute and fiddle, the settlers enjoyed themselves. The hard work of pioneer life was temporarily forgotten.

Bare-Knuckle Prizefight of John L. Sullivan Recalled

TS JUL 22 1973 By DOROTHY J. CLARK

Prizefighters were regarded as romantic heroes in the 1850s, probably because they were outlaws. The spectators were outlaws, too. There was a happy atmosphere of riot and revolution, of Shays' Rebellion and the Whiskey Insurrection, about the great encounters.

Honors were showered on them. Their portraits were painted, engraved, daguerretyped and dramatized in the theater. Their biographies appeared in the sporting press. They were appointed to political sinecures, and frequently married wealthy and famous women of the time.

Prizefighting was still felonious and romantic in 1889. Corbett and Choynski were relentlessly pursued by posses before they were finally allowed to fight it out. Corbett, who was then 23, was later known as "Gentleman Jim" and "Pompadour Jim," but in 1889 he was called "The Professor," because he held the chair of boxing at the Olympic Club. He was still an amateur in 1889, although he could make nearly any professional look ridiculous.

Eighty-four years ago this month Terre Haute and most of the nation were still talking about a great bare-knuckle prize fight. It was between John L. Sullivan and Jake Kilrain for the heavyweight title of the world.

Those were the days when prize fights were illegal and Sullivan and Kilrain both faced arrest.

It had been booked for some place in New Orleans, on one of the river islands.

But state authorities ruled out the fight at the last moment. It was shifted to Richburg, Miss., the New York promoters hiring a special train of passenger cars, box cars, and flat cars to transport the fighters and the spectators.



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ed to a Queen and Crescent train. Sullivan badges were sold at the Cincinnati depot, the champ's face printed in white ribbon adorning many a manly breast.

The next day Kilrain arrived at Cincinnati from Baltimore. He, too, traveled to the fight scene in a special car, "Aida." He denounced he had been "lushing beer."

Kilrain was a bit nervous for a detective was on the train and there were reports Kilrain might be arrested as the train went through Mississippi. There the governor had offered a reward for his arrest.

Because of his late arrival, New Orleans seethed with rumors that Kilrain had "flunked and would not meet Sullivan." Many of the fans wagered money that Kilrain was scared of Sullivan, that he was in bad condition and would not show. But Kilrain did show and was greeted by

5,000 "sports" at the New Orleans depot amid great excitement.

The local newspapers carried the story of the fight by rounds. Here was the report on the last two rounds:

"74th round — Kilrain lead, landing lightly on Sullivan, but Kilrain finally went down from a slight blow.

"75th round — Kilrain went down with a slight blow to the jaw and was cautioned by the referee."

With the 76th coming up, the referee asked Sullivan if he would give a present to Kilrain if he gave up the sponge and Sullivan said: "Of course I will." Kilrain's manager then tossed in the sponge.

Although the fight had been fought without gloves, Sullivan's only mark was a bruise under one eye. Kilrain's body was badly battered.

It was the last bare-knuckle fight, Sullivan saying he would fight no more that way.

The battle demonstrated again that history is always kind to the winner. John L. Sullivan has retained his legend until this day. But

Kilrain, who before the fight was one of the two most famous boxers in the world and who was barely beaten in the gruelling battle, is all but forgotten, save in the record books.

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TERRE HAUTE, INDIANA

Cruising Down the River On Motorboat "Wabash"

By DOROTHY J. CLARK

Sixty-four years ago the TERRE HAUTE TRIBUNE sent its correspondent Tom M. Morgan to Pittsburgh downriver by motorboat to investigate the inland waterway.

The motorboat "Wabash" behaved well on the first leg of the journey and tied up at the foot of the bluff at Merom, Ind., on July 17th after covering 62 miles. Captain Charles Vogel piloted the craft and was reported to have been "as happy as the old-time river man who sang the jolly river songs."

At Merom the Wabash river was 26.92 ft. nearer sea level than at Terre Haute. Here the elevation is 447.73 and at Merom Ferry, 420.81. River stage was a fraction over five feet when they left Terre Haute. With this stage of water there was not a place between here and Merom that a boat drawing 5 ft. of water could not pass safely. Those drawing 8 ft. would have been perfectly safe some 80 per cent of the distance. There were many places where the water was 30 ft. deep.

Mr. Morgan was interested in the stability of the river banks. Of course there were places where the banks were not high and the adjacent bottom lands were flooded during freshets. But in July there was no flooding and in many places fine fields of corn were in tassel.

The men could not help but notice how productive the fertile bottom lands were in other things besides corn, wheat, fruits and vegetables. The mosquitos were also extra large and active.

At Eight Mile island they found Bill Dennis, one of the first men to hold a mate's license on the Wabash river; That was in 1859. For a time Bill Dennis was in the hot air balloon business and took part in many local balloon ascensions.

In later life he went back to the river and lived on a houseboat, moving up and down the river visiting old friends. He was visiting at the upper end of Eight Mile when he was interviewed by Tom Morgan.

His first river experience was on the ROVER, an 80-ton boat that was in the trade from Perryville south to Terre Haute and intermediate points. He also saw service on the MASONIC and the GEM, a packet that plied between Lafayette and Terre Haute. Later he was on the ROMEO and EUCLAIRE, which were in trade between Terre Haute and Hutsonville. The ROMEO, a 150 ton vessel, was active in river trade in its day.

In 1886 Dennis was with the government engineers when the survey of the Wabash River was made from Terre Haute to the mouth. With such



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wide experience in the navigation of the Wabash he knew the location of every sandbar and snag.

Another old river man who made a success of life was R. B. Higgins of Hutsonville, Ill. In 1909 he was 76 years old and lived on the west bank of the river overlooking the stream on which he had many exciting experiences in his

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For Sumter had been fired on a short time before and all the south was fired with the war spirit. Nearly 2,000 men were drilling for war at the place where Higgins entered his protest. These men almost confiscated his entire cargo, but he managed to escape. This experience ended his flatboat days.

Along with Mr. Higgins, reporter Morgan believed that there were a number of places where a small amount of work would change the river and very much shorten mileage for boats. A few miles south of Terre Haute, just above Musgrave Riffle, there was a sharp bend in the shape of a mule shoe that could be shortened to a half mile or less and two miles or more of distance taken out by a cut-off on the Indiana side of the stream.

From here to Strain's Riffle, a distance of about 8 miles, there was a fine stretch of water suitable for any craft found on inland waters. Here the river becomes the line between Indiana and Illinois. The banks in this area were well wooded in 1909. Morgan noted that where the timber had been cut and bottom land extended to the river, banks showed the effect of washing and a continuous change of channel. He believed that wooded banks were essential to the stability of the river. A levee extending for 16 miles on the Indiana side below Hutsonville protected thousands of acres of land.

From Hutsonville to Merom the channel was about 12 feet deep. There was only one spot that gave any trouble, a shallow place at a sandbar at the head of Harmony Island. Here the river formed two channels with the island lying between.

J. M. Plunkett was the ferryman at Merom for over 40 years, and was followed by his son after the elder Plunkett became too old. He was also connected with the college at Merom and in 1909 was serving as secretary of the trustee's board.

Morgan and Vogel planned to send back regular reports

as they continued their investigation of the inland waterway from Terre Haute to Pittsburgh. This would undoubtedly be a pleasant assignment for present day reporters. (Editor please note!)

Documents Tell of Rogues Gallery A Century Ago

By DOROTHY J. CLARK Ts JUL 8 1973

In looking over old documents concerning century-old crimes and criminals, I ran across the account of Henry A. F. Meisel, termed a "natural born thief" and one of the smoothest articles the police of Indiana and Illinois had to contend with in those days.

Meisel had a good education, was a veterinary surgeon and when it came to being "foxy" he had your grandpa beat a country mile. For years he stole about Terre Haute, but the police were unable to catch him. Horses and cattle would be missed, but when daylight came, Meisel would be at his place of business, and the cops would look elsewhere for the thief.

In 1870, when Col. Dan Fasig was chief of police here and Os Owens was chief in Paris, Ill., a grocery and general store at North Arm, in Edgar county, about five miles east of Paris, was robbed. It was a good-sized store, but it was simply looted. Everything of value was hauled away and the room left as empty as a "missionary's purse."

When Chief Owens reached the scene of the burglary there was no clue which would lead to the capture of the thief, and as it late in the day and other wagons had been moving, to track the wagon was out of the question. It was learned however, that the wagon which was at the store was a very "wide-tread," almost a foot wider than the ordinary wagon in use at that time. Attempts were made to track the wagon, and it was determined that it came to Terre Haute. It was in the winter, and in the mud, the officers were able to trace the tracks for a short distance, then they would be hidden among a hundred other wagon tracks.

Owens came to Terre Haute

and enlisted the aid of Chief Fasig, and the two began a search for that "wide-read" wagon. They walked up and down alleys and about the remote places of the city for a week, and finally gave word to the patrolmen. They also joined in the search, but were as luckless as the chiefs.

The search was finally given up and the robbery was almost forgotten.



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It was sometime in June that a fire broke out in the buildings at a brick-yard operated by a man named Brushner, in the southwest part of town. Two policemen hurried to the fire and in order to save the machinery, it was necessary to move it from one of the sheds. The officers joined in the work of rescue and the first thing they came to was an old wagon, and it had a very wide tread. Closer examination disclosed this wagon fit the description of the North Arm burglary and Chief Fasig went down to the brick yard to question Mr. Brushner. The old brick

maker said he had it made to haul brick because it would hold more than the ordinary wagon, but found it too heavy and only used it a short time. He insisted that he put it in the shed and that it was never out until it was hauled out at the fire.

While he was talking Mrs. Brushner interrupted and reminded her husband that it had been used once. It was recalled that he had hired the wagon to Henry Meisel to make a trip, and that Meisel had brought the wagon back early in the morning and put it back in the shed.

This was the first clue, and the officers lost on time in going to Meisel's home on South Third and placing him and his wife under arrest. Meisel was placed in jail and his wife left at headquarters while the officers went and searched the house. They removed the floor of a porch at the back of the building and there found the stock from the North Arm store. Sugar, coffee, tea, tobacco and in fact most everything in the grocery and general store line were hidden there. In all, the goods invoiced over \$500. Meisel was taken to Illinois, convicted, and for the few succeeding years was in Joliet prison.

found with any horses and, of course, it was not believed he was guilty.

After he went to Clinton, Ill., he worked the peddling racket until one day a fine gray horse and Meisel were missing. The horse was located at Clinton, Ind. where Meisel had sold it to a man named Dudley. Later, Marshal Casey found Meisel and arrested him after a desperate fight. He was held in the calaboose until an officer from Illinois arrived and took him to jail over there.

While in jail Meisel sent for Chief Fasig and offered to

After his release he came back to Terre Haute and started a peddling wagon. He would take a little tinware and drive out in the country, stay a week, and would come back leading a couple of cows or steers for which he would find an easy market.

At that time horses were permitted to run at large and as often as twice or three times a week, good horses would be reported strayed or stolen. Meisel was never

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give valuable evidence if his prison term would be reduced. He told where horses could be found that he "strayed" from Terre Haute during the previous two years. This accounted for 29 of the missing horses and 25 of them were recovered.

It seems that while Meisel was in prison the first time he took up with a man from Bedford. They decided to work together. Meisel would catch the finest horses off the commons about Terre Haute and run them over to his convict friend who would dispose of them. The peddling wagon was only a stall to drive past the police station, as he said, to show the police that he was trying to make an honest living.

Out of prison again, Meisel

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came to Terre Haute and established an office on South Sixth street, as a veterinarian, but continued his life of crime. This time he tried to take over the property of a wealthy woman here, but was convicted of forgery and sent up for his fifth term. His conviction, so far as local police records show, was in 1894. In 1905 detectives from Pennsylvania came here to look up Meisel on behalf of a wealthy woman. They were to be married and the bride-to-be decided to check up on the prospective groom's background. No wedding announcements were ever received here, so it was supposed the ex-convict lost his victim.

More About the Villages In Vigo County in 1884

TO JUL 1 1973

Community Affairs File
By DOROTHY J. CLARK

Lockport as the station was known, or the village of Riley, was nine miles southeast of Terre Haute in Riley township on the T.H. & S.E. railroad. It had a population of about 600 in 1884 and was the largest town in Vigo county outside Terre Haute. A fine agricultural region, it exported grain and stock. The village contained a good church and a graded school.

Postmaster Justin P. Fowler distributed the daily mail at his general store. Other stores included Brill & Kester, Collins & Hickson, Henry Z. Donham, Newton Farlow, Geo. J. Fox, Ellis J. Gellespie, Matthew Murle, Louis Nattkemper, and Joshua W. Rumbley. Willey J. Allen and Henry Nattkemper ran the saloons. Frederick Asperger was a painter, while Geo. Asperger ran a harness store. George Baker, L. O. Sheets, Geo. E. Smith, Riley Welch and Stephen Whittaker were blacksmiths. Carpenters were Noah D. Brill, Daniel A. Chapman, Johnson Dildine, James Gordon, Joseph Hostler, Charles Leroy, Robert McCrosky, Aaron McMaster, Christine E. Myers, Wm. Sterling, Wm. Vice, John Weaver and Henry Welch. John Fox was the local undertaker. He also ran the saloon and a notions store. Isaac Myers had a planing and meal mill and lumber yard. Francis Larrison and Charles Propst were washing machine agents. Elijah Staggs, JP, also ran the hotel and livery stable. Edwin R. and John W. Wythe were nurserymen.

Macksville, now known as West Terre Haute, in Sugar Creek township, was on the Vandalia railroad and on the National Road in 1884, one

and a half miles west of Terre Haute. It had a population of 400 people. Lumber, coal and grain were shipped out in great quantities. There was a district school and good churches. Richard McIlroy kept the postoffice at his general store. Other grocers were Charles Fry, Josiah Hodges, Robert B. Ratcliffe and Jas. T. Ricketts. Tillman Alcorn, David H. All, John R. Dow, David Henry, Franklin Mayhew and Newton J. Ritter were blacksmiths. Daniel W. Bayless and John Snack ran the saloons. Frederick W. Ulrich was a cigar manufacturer. Dr. John S. Hunt was the only physician listed.

Middletown's post office was called Prairie Creek. This village was located in Prairie Creek township, fifteen miles southwest of Terre Haute, with a population of about 250 in 1884. There was a tri-weekly stage line between Prairie Creek and Terre Haute with the daily mail handled by J. Clement Harper, postmaster. He ran the general store, as did Piety & Trueblood, and James F. Yeager. Wm. F. Yeager was the justice of the peace. Jonathan J. Burge was the cabinet maker; carpenters



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included John W. Devoll, John W. Moore, Geo. James and John Rice; Albert and Simeon Elliott were the blacksmiths. James W. Nebergaul, John W. Talbott and Marcus H. Thompson were physicians. Constables were Anselm W. Shoemaker and Chartley B. Morgan.

New Goshen in Fayette township, nine miles northwest of Terre Haute, had 300

inhabitants. Sandford, seven miles southwest on the I. & St. L. railroad, was the shipping point. In addition to its mercantile and manufacturing businesses, it had two churches and a district school and a town hall. The tri-weekly mail was in charge of Postmaster Green Bowen at his general store. John W. Minnich also ran a general store. Stephen M. Bennett, John H. Morgan and Andrew J. Pinson were the physicians. John and Wm. Hansell, John A. Martin and Geo. S. Minnick were the carpenters. Jacob Rusmiser, Wm. G. Smith and Geo. Wright were blacksmiths. Wm. Whitlock was a plasterer; James Morrow, harnessmaker; and David Layman, shoemaker.

Prairieton, a village of about 300 in 1884, was in Prairieton township, seven miles southwest of Terre Haute. It contained two churches, a grade school, and was in tri-weekly communication with Terre Haute and Middletown by mail on the stage line. Lawrence S. Ball was the postmaster at his general store. Other general

stores were run by Albert B. Ferguson, Hurst & Whitlock, Herman H. Infange and Thomas L. Jones. Physicians were Lewis E. Carson, Thomas G. Drake, James S. Leachman and Jacob W. Ogle. Amos W. Laycock ran the

Prairieton Hotel. Woodford D. Malone was the photographer. Mary A. Wright, a weaver.

St. Marys with a population of about 150 in 1884 was located four miles northwest of Terre Haute in Sugar Creek township. It had a Catholic church and was famous for being the seat of St. Mary-of-the-Woods conducted by the Sisters of Providence. Postmaster Francis M. Curley distributed the daily mail at his general store. Also listed were Charles Brado, painter; Benjamin F. Brown, stock dealer; Michael Concannon, shoemaker; Ignatius Dayle & Ross Theobald, carpenters; John Delahaye, proprietor Visitors' Home; Mary J. Hagan, dressmaker; Henry J. Salughter, blacksmith; John O. Sullivan, constable; John L. Thralls, cooper; and Thomas J. Ward Sr., nurseryman and fruit grower.

Sandford was situated on the I. & St. L. railroad in Fayette township, nine miles northwest of Terre Haute and in 1884 had a population of 300 inhabitants. In addition to the Methodist church and the district school, there were a number of good stores, flour mill and stave factory. The daily mail was in charge of James B. Shickel, postmaster, who also was a partner in Shickel & Johnson, Drugs & Groceries. Armilda Wolfe ran

a general store and Josiah W. Wolf was a lawyer. The saw mill was run by Vermillion, Long & Duck. There were four physicians: Richard Belt, John A. Bright, Theodore F. Brown and John H. Swap. James H. Brown and Frederick Cooper were

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shoemakers. Howard T. Carson was a tanner. Alexander French and Benjamin F. Kibler were millers; Wm. W. Fuqua, blacksmith; Alexander Slye, carpenter; and Isadore M. Mulvany, butcher.

Seeleyville, a village and postoffice in Lost Creek township on the Vandalia line, eight miles east of Terre Haute, had a population of 100 in 1884. Mrs. Anna M. Dickerson was the postmistress for the daily mail at the general store run by her husband, Henry C. Dickerson. Relious H. Modest also ran a store. Jas. McNulty ran a saloon. Moody Chamberlain ran the saw and grist mill. Geo. Champer, blacksmith; Moses Puckett, shoemaker; Mrs. Sarah F. Thomas, dressmaker; and McPherson, McDonald, John Loughner and Ehrlich and Co., coal operators, completed the list.

Soonover, was a postoffice in Pieron township, six miles southeast of Pimento, the nearest railroad station. Charles B. Jenkins was the postmaster at the general store of Albert D. Jenkins. Rebecca McIntosh and Wm. Vanhorn were broom-makers. The physician was Benjamin F. Graham.

Tecumseh, a postoffice and village located on the west bank of the Wabash river in Fayette township, was six miles north of Terre Haute. John A. Winters served as postmaster and shoemaker. Others listed were Albert Cobble, blacksmith; Ottmer Dreher, grape grower; John Spindle, basketmaker; and three grocers Joseph Scott, Geo. W. Keen and Wm. H. Gite.

Vigo was a newly-settled postoffice in Prairie Creek township in 1884. It was located about three miles northwest of Prairie Creek postoffice. Eli Crites was the postmaster and ran the general store in Section 29.

Youngstown is located in Honey Creek township, seven and a half miles due south of Terre Haute on the E. & T.H. railroad with about 100 population, graded school and three churches. Grain and stock were the principal exports. Daily mail was received by John W. McCoskey, postmaster. Others who received their mail there were blacksmiths Jesse M. Cornell and Wm. Eaton; Dr. Wm. Dobbs; W. H. Joslin, carpenter and contractor; John Kintz, shoemaker; S. St. Clair, tile-maker and W. H. Yeager, carpenter.

Three years later in 1887 three more villages had been added. Gilbert, postoffice in Harrison township, Section 32 at Fruit Ridge, Rose Gardens, received daily mail in charge of Edward Dusenberry, postmaster. Miller & Hunt owned Rose Gardens.

Glenn, postoffice in Lost Creek township at Glendale Station, junction of the Vandalia railroad and the National Road, five miles east of Terre Haute, received daily mail in charge of Egbert Curtis, postmaster and grocer.

Vedder, postoffice in Sugar Creek township at Malcom Station on the Vandalia railroad four miles west of Terre Haute, was in the charge of Abram W. Sheets, postmaster, who distributed the daily mail.

The Vandalia Line advertised four express trains daily for Indianapolis and the east, three express trains daily for St. Louis and the west, and two express trains daily for Logansport and the northeast. Pullman Hotel and Sleeping Cars were available from Terre Haute to Louisville, Columbus, Cincinnati, Pittsburg, Philadelphia and New York without charge.

23 Vigo County Villages Listed In 1884 Directory

By DOROTHY J. CLARK Ts JUN 2 4 1973

There were twenty-three villages in Vigo County some 89 years ago, according to the VIGO COUNTY GAZETEER & BUSINESS DIRECTORY of 1884.

Atherton, a village and postoffice in Otter Creek township, nine miles north of Terre Haute on the C. & E. I. Railroad, was described as "finely located in a good farming country, has a Methodist church and a public school." Isaiah Harworth, postmaster, handled the daily mail at his general store. Dr. Albert W. Kilgore, and blacksmith Wm. L. Hess also served the community.

Bloomtown, as the village was locally known, or Nelson, had been moved to Cusick Station in Sugar Creek township, six miles west of Terre Haute on the Vandalia line. Postmaster Joseph Cusick took care of the daily mail. Other village residents were George W. Connior, painter; Franklin Crockett, constable; Joseph A. Crowley, physician and druggist; Hugh M. Morrow, lumber dealer; and John M. Poudexter, physician.

The village and postoffice of Burnett was (and is) situated in Otter Creek township, one-half mile south of Grant Station on the I. & St. L. Railroad, and nine miles northeast of Terre Haute. It had a population of fifty in 1884. Seth B. Melton was the postmaster, physician, and a partner



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in Melton & Humphreys, General Store at Grant Station. Others listed included blacksmith Isaac Boardman; carpenter Joseph Bushnell; Smith Compton, shingle manufacturer; Creal Bros., millers; Joseph A. Creal, grocer; W. L. Creal, carpenter; Joseph Joseph, lumber dealer; William Kelley, justice of peace; W. A. Kendrick, carpenter; Charles Monroe, cheese manufacturer; Tillman A. Payne, coal dealer; shoemaker Willis Roberts; blacksmith William Simpson; and P. B. Tyler, justice of peace.

Centerville, or Lewis was (and is) located in the extreme southeastern corner of the county in Pierson township. The nearest railroad station then was Farmersburg, eight miles southeast on the E. & T.H. Railroad. It had about 350 inhabitants, graded schools and two good churches, a number of good mercantile houses, shops, mills and hotels. Postmaster Richard Cochran distributed the tri-weekly mail at his general store. Those listed in the directory were: Isaac O.

Becksith, physician; Bledsoe & Son, saw & grist mill; dealers; William P. Bowman, blacksmith; Joseph Chatman, JP; Jas. L. Dunn, wagon maker; Charles C. Givens, physician; Jesse H. Harrold, blacksmith; Jacob Hunt, carpenter; Thos. W. Kennedy, physician; John W. McCammon, constable; Aaron Moon, stock dealer; John Osborn, shoe maker; Robert J. Payne, undertaker; Speedy Payne,

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Dorothy Clark

Ts JUN 2 4 1973
Continued From Page 4.

carpenter; Wm. T. Payne, wagon maker; Geo. W. Peters, constable; Levi Reynolds, blacksmith; Prestley Sells, shoe maker; Jos. K. Smock, drugs and groceries; Chas. G. Stock, carpenter; Louis R. Stock, physician; Jos. P. Stock, JP; and Newton J. Woods, carpenter. Criss Bros. and Munson Gosnell ran the saloons.

Coal Bluff in 1884 was a thriving mining town on the I. & St. L. Railroad in Nevins township, sixteen miles northeast of Terre Haute. Coal was extensively mined in the area and the principal export. The town contained good churches and schools, had a population of 350, and several stores all doing a good business. Postmaster Thomas Powell sorted the daily mail at his general store. Edward Davis also had a store. H. P. Davis ran the sawmill. Silas Jessup was a carpenter. J. H. Martin and Jesse M. Peterson ran the saloons.

Edwards, or Ellsworth Station as it was generally known, was a village in Otter Creek township on the T.H. & L. and L. & E.I. railroad, five miles north of Terre Haute. It had a large flour mill, paper mill and cooper shops. Postmaster Thomas W. Stewart distributed daily mail at the McKean Bros. & Sewart Mill. Frank B. Balding was a carpenter; Jas. Balding was the township assessor; Geo. W. Clipper and Mrs. J. T. Laughhead were the cooper shop owners; Aaron Pence and Henry B. Russell were blacksmiths; Drusilla Price, carpet weaver; and Samuel Watkins, physician.

Farmersburg was in Sullivan county on the E. & T.H. railroad, sixteen miles south of Terre Haute. Only those persons living in Vigo county but getting their mail at Farmersburg were listed: They were Temple Shaw, JP; Warner Shepperd and Josiah Shumaker, blacksmiths.

Fontanet, a post office and village of about 200 inhabitants, was located in Nevins township on the I. & St. L. railroad, thirteen miles northeast of town. Coal and lumber were the principal exports. Postmaster Chauncey M. Stetson handed out the daily mail at his general store. Stratton Hollingsworth also had a general store.

John Casey, Jas. Kineman, J. S. McGranahan were carpenters; Samuel C. Dalton ran the saloon; James Garrison was a shoe maker; Theophilus Holloway, Henry King and B. W. F. Witty were physicians; Nicholas F. Harpold, Wm. Lawson and Andrew Rhoads were blacksmiths; Wm. Hermerling, constable; Jas. W. Hurst, JP; Reason Lambert made cigars; and M. C. Rankin ran the sawmill.

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TERRE HAUTE, INDIANA

Community Affairs File

Hartford, later called Pimento, was located on the E. & T.H. railroad in Linton township, twelve miles south of Terre Haute. In 1884 it had 150 people, a grade school, two churches and a number of good business houses. Wheat, corn, hay and staves were shipped from here in large quantities. Wm. French, postmaster, handled the mail at his general store. Pleasant Bledsoe, John P. Endres, Harvey Pounds and Encevius L. Wilkinson were the blacksmiths. David Boyll was a tilemaker. Physicians were: Wm. O. Collins, James B. Dalson, Chas. T. Hull, Wm. S. Heady, Asbury D. McJohnston, Claude Stout and Daniel H. Welch. Theo. Halberstadt ran the hotel. Isaac Hipple was the carpenter. Millers were Kester Bros. and James Vandyke. Andrew Whetsel was the harnessmaker; Frank J. Sharp, wagon maker; and John A. McGee ran the saloon.

Heckland, in Otter Creek township, was on the Logansport division of the Vandalia railroad, just over ten miles northeast of Terre Haute with a daily mail distributed by Postmaster Theo. Curtis, who was also the dairyman. Simon Keys sold groceries and liquor. Isaac Jackson was the blacksmith and Jas. A. Kersey, carpenter.

The village of Libertyville, also a post office, in Fayette township, was thirteen miles northeast of Terre Haute and five miles north of Sandford on the I. & St. L. railroad. It had a district school and two churches in 1884 surrounded by fertile farming country. Peter Wilhoit was the postmaster; Geo. Landis, blacksmith.

Next week will continue the account of villages in Vigo county in 1884.

~~Fires (17)~~ Community Affairs File Clark, Dorothy

Terre Haute's Early Fire Losses Are Chronicled

By DOROTHY J. CLARK

Ts JUN 17 1973

Fires were common occurrences in early Terre Haute, but were seldom reported in the newspapers of the day unless there was considerable loss of life or property. With the use of candles, kerosene, lanterns, open fireplaces, stoves with unsteady stovepipes, etc., it stands to reason there were many fires in the homes, stores, and business buildings here.

Newspapers of those days were not truly "news papers," for the people of the community had the news before the editor. Then, too, many of the early papers were weeklies and the news was frequently six days old when the paper arrived on the street. The newspaper was more or less a printed chronicle of events.

From the WESTERN REGISTER AND TERRE HAUTE ADVERTISER we learn that "On the evening of the 5th John F. King's Distillery in the occupancy of Mark Williams and Mr. King was destroyed by fire." This was in February, 1825.

John F. King was one of our pioneers. A member of his family was the second wife of Curtis Gilbert. Israeal, the brother of Mark Williams, married the sister of Chauncey Rose.

After the fire, Mr. King built a linsed oil mill on the same lot and operated it for many years. This was sold about 1840 and was destroyed many years later in the Fourth street fire.

At about eight o'clock on the morning of December 2, 1850, fire broke out in Diehl's



DOROTHY J. CLARK

Coffee House and spread east to the alley between Third and Fourth on the north side of Wabash. The new Union Row east of the alley was saved by its iron shutters and brick construction, but all to Third and

about half way to Cherry was burned.

The largest losers were W. D. Griswold; Ezra W. Smith and John Routledge, who estimated their losses at from ten to twelve thousand dollars, considerable money in those days.

Totally destroyed also was McQuilkin's Coffee House, the dry goods stores of Tuell, Bosworth, and Marshall (and the latter's warehouse), the Universalist Printing House, and John Dowling's old frame house in which he had publish-

ed the WABASH COURIER for years.

The new building that was erected on these ruins on Wabash was named Phoenix Row because it had risen from the ashes of the other.

Three years later, on May 10, 1853, the soap and candle factory of B. M. Harrison caught fire. The grease and oil caused destruction so great that it was declared a total loss. It was located on the hill south of the present Water Works between Water and First Street, and four years later Charley Nehf was born in the house erected on this location.

At about two o'clock in the morning of April 14, 1854, fire broke out in a long frame building at Fourth and Main which had been used as barracks for the Mexican War soldiers. It burned east through A. C. Furrow's and Joyce's Grocery stores, Hedden's Shoe Store, Houriet's Jewelry Store, Hennock's Clothing, J. B. Furrow's Grocery, and the establishment of John C. Ross on the alley.

South from Wabash to Ohio it took the frame buildings of Coate's Paint Shop, another shoe store, the office of Dr. Fahnestock, Patrick and Brown's Paint Shop, Ball and Lockwood's Tin Shop, Henry Fairbank's Rifle Shop, the Vigo Schales, Graces's Marble Works, Dodson's Grocery,

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Neumeister's Confectionery, Dimmick's Cabinet Shop and Chadwick and Westfall's Livery Stable.

A month later fire started in the N. P. Talmadge Livery Stable on Mulberry, destroying the stages and the horses of the Western Stage Company. Archer's Carriage Shop, the Prairie City Hotel, Burton's Hotel and stables, and the wagon shop of the Western Stage Company located on Fourth Street.

On October 4th, at about two o'clock in the morning, Mahan's Store next to the

Continued On Page 11, Col. 1.

Southern Bank at the southwest corner of Fourth and Wabash was found on fire. When it was extinguished, it was discovered that the safe was open and from three to five hundred dollars was missing.

On April 26, 1856, the Poor House was destroyed completely, but luckily without loss of lives. The Commissioners then bought the property on East Maple Avenue and erected a building. The old location was opposite Woodrow Wilson Junior High School on Poplar Street, and following the fire it was bought by Judge Deming.

On the northeast corner of Fourth and Cherry, later the site of the old Filbeck Hotel, was Johnny Burton's Old Pavillion and Hotel. It was destroyed by fire on August 16, 1856, and for some twenty years previous had been the principle stage office and hotel in town.

Then two months later, on October 15, the Prairie House, which was on the grounds of the present Terre Haute House, had a fire in the north "Ell" with a loss of about ten thousand dollars.

On Christmas Day, 1858, Curtis Gilbert had a fire at his home east of the city that was reported to have been caused by fire crackers, but he denied this as the cause.

A fire started in a small frame building on Ohio Street on October 8, 1864, and destroyed the Town Hall, but the records were saved.

In this period of forty years, the town of Terre Haute had progressed from the primitive "bucket brigade" to an organized fire department. Those interested in the subject of fire-fighting can view the horse-drawn fire wagons in miniature scale models at the Historical Museum, 1411 South Sixth Street, 1 p.m. to 4 p.m., Sunday through Friday

Channel of Wabash River Community Affairs File Has Changed Over Years

Clark, Dorothy


By DOROTHY J. CLARK

Ts JUN 10 1973

In prehistoric times when the river was carrying away the floods that resulted from the melting of the glaciers, the Wabash river was an immense water course extending from bluff to bluff, nearly five miles across and with a depth to correspond.

With the filling up of the channel by gravel and silt brought from the north, it became a much smaller stream flowing from side to side of the valley, changing its course from time to time and leaving old beds that became land-locked bayous or ponds, some of which were dry during the summer season and others which held water the year 'round, rising and falling with the river to which they were connected by underground channels.

Even within the memory of man the river has changed its course near Terre Haute, more noticeably so above the bridges where the original "40 foot" of our senior citizen's boyhood days is now on the east bank of the river. It was then on the west bank.

Some seventy years ago the river flowed almost south past the water works and lofty trees stood on the west bank where now only the steep undercut bank shows and where the river now flows almost paral-

lelled with the railroad when in the old days it swept straight through the channel under the bridge:

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CLARK

In another instance the river now flows several hundred feet further east than when the island was first formed opposite Mulberry street, the island in turn becoming attached to the shore and forcing the river still further east. Seventy years ago there was a very appreciable part of the flow passed under the road and trestle half way to West Terre Haute or Macksville, as it was then known.

Even in summer there was some flow there but later through the filling up of the stream, less and less water went that way and finally the old trestle work that carried the National Road over it was abandoned and the grade filled in to correspond with the rest of the road. This left as two mementoes the two deeper holes on the south side where the water had cut in as it passed through the bridge or trestle.

Not only was the course of the stream changed, but the flow has changed also. There was less water the year round and with rare exceptions no such floods as occurred in the earlier days.

It is true that the flood of 1913 exceeded all others of record, but that was an exception to the usual floods that in earlier days were counted upon to carry down river the commerce of the flat boats, the only means of transporting produce to market.

To the boatmen of those times, the January "freshet" or the "June rise" was a necessity and without it he could not float his cargoes to market. Built by masters in the art, these immense boats were often loaded on dry ground and launched only by reason of the rising waters. A failure of the expected freshet meant failure of the entire venture, for not only was the boat literally "high and dry" but without the deeper water there was little hope of being able to navigate the craft into the greater rivers of the Ohio and the Mississippi.

The coming of the steamboat did not spell the end of the flatboat era, for as late as the Civil War days boats still left here for down-river points to supply the flour to the northern soldiers.

But the steamboat did add to the commerce that left our port, for with the ability to run upstream came an immense commerce in freight for this and further up-river points and with the profits of that freight for this and further up-river points and with the profits of that freight it was possible to compete in price with the lower cost transportation of the flatboat and with the coming of the railroad, not only the flatboat but in turn the steamboat itself failed to be paying ventures.

Steamboating was at its highest peak as the railroad

began, in the days immediately preceding the Civil War and while the boats continued to run as late as the Seventies, it was with less and less profit and with the bitter competition of the railroads, the trade finally ceased altogether.

At its height the steamboat trade was of great benefit to Terre Haute and even to points as far north as Lafayette. In 1848 there was a regular schedule between the two towns when the steamer "Pink" made two trips a week.

Another boat, the "Daniel Boone," ran weekly between Terre Haute and Lafayette in the following year, while there are news items in the old Wabash Courier as early as 1842 of the arrival of the "Tuscumbia" and "Spartan" from Lafayette and the "Columbian" and "Adelaide" from ports above in March.

Considerable skill was required to get the streamers through the drawbridges. The Big Four bridge, having stone piers, stood in less danger than the wagon bridge with piles to support it.

Before reaching the former and in sufficient time to allow the opening of the draw span, the steamer whistled its signal and swung close to the west bank to set a man or men ashore. These men took with them a hawser which they secured to a tree on the bank and the boat crew was needed to enable the pilot of the boat

to swing his craft through the draw in safety and in order the men cast off their line and racing along the bank boarded the boat again by the gang plank swung out to take them aboard, the boat meanwhile drifting easily with the current while preparations were made by the tender of the wagon bridge to let the boat pass through it.

Low water in the summer frequently stopped the trade from the north, and there are a few records showing delays in scheduled arrivals from the south due to low water, but usually the traffic ran throughout the year or until stopped by the freezing over of the river. One seldom sees the Wabash frozen over now, but years ago ice gorges blocked its course and caused or threatened serious damage. Controlled upstream by reservoirs and levees and heated by power plants the old Wabash river is sadly different than it was in pioneer days. Polluted by sewage and other wastes, it's not even fit to swim in.

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TERRE HAUTE, INDIANA

Clark, Dorothy
**Clark Named
To Direct
Bicentennial**
T JUN 7 1973

Vigo County Commissioner Harry P. Brentlinger announced Thursday that Dorothy Clark, executive secretary of the Vigo County Historical Society and women's editor for THE TRIBUNE, has agreed to chair the Vigo County American Revolution Bicentennial Committee.

Mrs. Clark is already a member of the state committee of which former Gov. Roger Branigan is chairman. She was an appointee of former Gov. Edgar Whitcomb.

One member of the county committee has been appointed with others to follow, according to Commissioner Brentlinger.

That member is Mrs. John G. Biel, now serving on the national Daughters of the American Revolution bicentennial committee. Mrs. Biel will represent the Fort Harrison chapter DAR on the local group. Other members will be drawn from veteran and patriotic organizations throughout the county.

In acknowledging her appointment, Mrs. Clark noted that the state committee has asked each Hoosier county to identify and mark the burial sites of Revolutionary War veterans.

Vigo County has between 25 and 30 such graves, according to her, with only a fraction of them appropriately marked.

The American bicentennial will be observed nationwide during 1976.

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TERRE HAUTE, INDIANA

Memories Brought Back

By Old Autograph Albums

Community Affairs File

Ts JUN 3 1973

By **DOROTHY J. CLARK**

We're all familiar with the small red plush autograph albums kept by our grandparents and their grandparents. The custom is dying out, although Collett Elementary School presented autograph albums to their sixth grade graduates each year.

A faded red album was presented to the Historical Museum recently which was first used in 1889. As near as I can tell the little book was the property of Richard Drake, of Prarieeton, Ind.

James C. Piety, young Drake's teacher, wrote: "True

success is found only by those who strive long, earnestly and patiently." Another teacher, G. W. Whalen, wrote: "A man who knows not and knows he knows not is willing. Teach him. A man who knows and knows he knows is wise. Cling to him."

This is the only autograph album in which the old reliable verse did not appear:

"As sure as the vine
Grows 'round the stump
You are my darling
Sugar lump."

Those friends who felt they had artistic talents would decorate their pages with scrolls, drawings of flowers, doves, lambs, angels, etc.

Rhetta Craig wrote:
"Friend Dick—The happiest
life

That ever was led
Is always to court

But never to wed."
"Dick: When your earthly life
is ended
May your name in gold be
written
In the autograph of God.

Elena and Hettie."

Sadie Drake wrote: "Be
kind to all you chance to meet
in fields or lane or crowded
street."

Janie Van Gilder wrote:
"Round went the album
Hither it came for me
To write in, so here is my
name."

Elta Piety wrote:
"True friends are like dia-
monds
Precious and rare
False ones like autumn
leaves
Are found everywhere."



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Edith Piety wrote:
"May all your joys be as
deep as the ocean
And your sorrows as light
as the foam."

Hattie wrote:
"Friendship at present
May we in friendship

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remain
Always meeting in friendship
And parting the same."

Lorie Hunt wrote:
"May flowers of live
Around thee twine
And the sunshine of peace
Shed its joys o'er thine."

Other friends who write similar verses included Anna Underwood, Cora Thompson, Winnie Dickson, Rosa Kester, Ida Yeager, Elenor Piety, Della Rynerson, Pettie Beauchamp, Florence E.B., Marcia Lee, Della Paddock, Miss Grace Hutton, Ella Wilson, Cora Jared, Lizzie Underwood and Fred Myers.

Like Bibles, people frequently stashed away all sorts of interesting items in the autograph album. Locks of hair, funeral flowers, a bit of lace or ribbon, a calling card, and sometimes a yellowed clipping from a newspaper which appealed to the reader.

In an autograph album and scrapbook of 1860-1875 I found this clipping which concerns Terre Haute and the clannishness of its people.

"Not the least among the many peculiarities of the beautiful little city of Terre Haute is its esprit du vin—not to put too fine a point on it, the clannishness of its people. In the matter of clannishness they are strong. However much they may quarrel among themselves, on all issues with the outside world they are brethren in unity. When their Tall Sycamore was an aspirant for Senatorial honors he had not only the Democrats but the Republicans of Terre Haute at his back, and if Dick Thompson were a candidate he would have Hanna and Havens, and Shannon to leg and log for him. It is sufficient for a Terre Haute man to know that anything comes from Terre Haute to enlist his sympathies. He will risk his ultimate dollar on a Terre Haute race horse which hasn't

a chance of winning, outside of special providence, and then cheerfully walk home on an empty stomach, satisfied that he had spent his money in a righteous cause—that of sustaining city pride. Our citizens will remember the coolness which sprang up between Hon. Wm. K. Edwards, Speaker of the last House of Representatives, and Mr. Kennan, of the Sentinel. It all grew out of disparaging remarks made by Mr. Keenan about the wonderful echo discovered by Mr. Edwards in the rear of the Terre Haute. It is also known that some four years since, Byles W. Hanna whipped a Lafayette lawyer to death for intimating that the artesian water of the latter city smelled louder and tasted nastier than that of Terre Haute. Likewise, an Indianapolis doctor was mobbed and compelled to flee for his life for expressing doubts as to the efficiency of the Terre Haute madstone in chronic cases of hydrophobia. And Dr. Allen Pence will fight in a moment if anyone dares to suggest that a better class of spirits attend the Boston seances than can be raised at a moment's notice in Terre Haute.

Newcomers to Terre Haute might need a few explanations. While drilling for water in the rear of the old Terre Haute House, Chauncey Rose struck oil and sulphur water. The acoustics near this rig produced a most unusual "echo."

The highly unpleasant fumes and odors from artesian water can still be sampled at the flowing fountain on Dkesser Drive. Terre Haute's madstone was so famous that Abraham Lincoln brought his young son here after he was bitten by a supposedly rabid dog. Mrs. Taylor's madstone was applied to many such bites. Dr. Allen Pence, local apothecary, believed in Siritualism and conducted seances hoping to contact the spirit world in his building at the southwest corner of 2nd and Ohio, the old feed store recently razed.

Community Affairs File

Patriots and Pioneers In the Scott Family

By DOROTHY J. CLARK Ts MAY 27 1973

Last week's column told of Vigo County's first volunteer in the Civil War, Frank Crawford Scott, who died in service, and his brother, Samuel Crawford Scott, who also served in Company C, Eleventh Indiana volunteers.

They were sons of General John Scott and his wife Margaret Cunningham. John Scott was born in Saratoga County, New York, June 17, 1793, and at the early age of 19 entered the military service in the war of 1812 which was declared June 16, 1812. He was a member of Captain Hawkins' company of New York militia from Herkimer county, and was in the battle at the attack of Sackett's Harbor of May 29, 1813.

The British forces had matters their own way on the lake, and volunteers from our land forces were called for, for service on the water, and young Scott was one out of 19 who took his life in his hands for the hazardous and forlorn duty, against the urgent protest and tears of an elder brother who was with him. The British commander, however, did not return to make the second attack on the Harbor.

Deciding to join his brother, Lucius H. Scott, a resident of Terre Haute since 1817, John left New York and traveled to Pittsburgh where he remained some time in business. Traveling the water route via the Ohio and Wabash rivers, John Scott settled briefly in Vincennes before traveling on to Terre Haute in 1826. For several years he was engaged in the river trade, carrying the products of Wabash farms to a market at New Orleans.

He became a partner with his brother in one of the first retail and wholesale grocery businesses here in the old Sparks' building at the southwest corner of Third and Ohio streets. Immediately after the completion of the Terre Haute & Richmond railroad (later called the Vandalia) in 1851, John Scott was elected treasurer serving until 1867 when he was succeeded by Moses Williams.

On retiring from the railroad he went into the stove business with his sons. Some of his other activities being stockholder in the Terre Haute

Branch of the State Bank (Memorial Hall now); a First Lieutenant in the Silver Greys, a military unit of elderly men who wished to

serve as a home guard; and in 1841 he was listed as proprietor of the Pavilion Hotel, formerly John Burton's Hotel. At that time there were only two other downtown hotels listed: the National, William McFadden, landlord, and the Wabash, William P. Dole, landlord. During the early days he made several trips to New Orleans taking care of his river commerce trade.

His brother Lucius H. Scott left New York in 1817 with John W. Osborn. By schooner they went to the mouth of the Genesee River, on foot to Rochester, and to Olean Point, the head of navigation on the Allegheny, where they joined an emigrant family in building a boat to float down the river



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they took a raft of pine timber to Cincinnati, being two weeks on the raft, and journeyed on to Madison in a skiff. Selling the skiff for a dollar they loaded their baggage on a wagon and tramped to Vincennes.

Being a printer by trade, Osborn found employment in Vincennes, but Scott saw no opening and proceeded on to Terre Haute, where he had a friend John Burton. Arriving here early in June, 1817, after walking three days with a

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knapsack on his back, he was ill and Dr. William Clark, military surgeon at Fort Harrison was credited with saving his life.

Lucius Scott taught school in Honey Creek for a time before opening a store. He rented a room from Dr. Modesitt, put in counter and shelves, brought up a stock from Vincennes and representing the firm of Wasson & Sayre, displayed the first stock of merchandise offered for sale in Terre Haute on New Years Day, 1818. After only four months business, he was appointed county agent by the board of commissioners and deputy sheriff by Sheriff Blackman. He became the first elected sheriff in 1818.

In 1822 Lucius Scott was elected to represent Vigo and Parke counties in the legislature at Corydon. That fall he opened a stock of goods at Roseville by arrangement with Josephus Collett and lived there until 1826.

His two-story brick home was built on the southwest corner of Third and Ohio Sts., one of the first brick buildings in town. He married Jane C. Breeding, who died in 1835, and later married Eliza Linton. He spent his later years in Philadelphia where he died April 22, 1875.

John Scott's obituary after his death Dec. 7, 1880, revealed more about his life here. After he retired from the railroad, and the stove business, he took the old wigwam on Main Street and engaged in the sale of agricultural implements. In the great fire which swept almost everything on the north side of Main, between Sixth and Seventh, his stock was burned, and he remained out of business from that time on until the time of his death.

His military title was given to him when he was elected general of state militia. Because of his military service in the War of 1812 he was

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granted a pension in 1871. Surviving him were the widow Margaret, former daughter of Francis Cunningham, a daughter Mrs. William Durham, of Effingham; a daughter Mrs. Wolfe, of Indianapolis; a daughter Mrs. Charles Braman of this city, and two sons Crawford Scott and F. C. Scott. The funeral took place from his residence at 606 Cherry St.

Among the family papers are Samuel Crawford Scott's enlistment papers, his commission as 1st lieutenant signed by Gov. Morton, his commission as captain in 1863, and his resignation in 1864.

About noon on Feb. 3, 1864, Capt. Richard W. Thompson, Provost Marshal here, received a telegram from Paris, Ill., stating that citizens demanded troops for protection that night if possible. He informed Gov. Morton, who sent the word along channels, and a telegram was sent to Capt. Samuel C. Scott at Camp Vigo. Scott was ordered to take command of the troops on board the train cars of the St. Louis, Alton & Terre Haute Railroad and proceed with them to Paris, Ill., where the citizens were reported in

at 1 p.m. Saturday.

Reports show that with the temperature soaring to the low 30's Saturday, the first day of summer could be labeled a success.

"The pools will be opened on a schedule of 1 p.m. to 6 p.m.

Some Thoughts on Women's Liberation — Then and Now

Ms MAY 1 3 1973

By DOROTHY J. CLARK

On the question of legislating sex equality, Justice Holmes once said, "It will take more than the 19th Amendment to convince me there are no differences between men and women."

In England many years ago ladies who wished to go swimming at the seashore used what were called bathing machines, horse-drawn conveyances not unlike caravans, but set lower, on smaller wheels. They had doors at both ends. The lady entered one from the landward side, fully dressed. The owner of the machine then cried "Hup!" to the horse, which was hitched to the seaward end, and the horse advanced into the sea, knowing exactly where to halt with the water a shade more than belly deep. The lady then emerged through the front door, wearing her bathing costume, and slipped into the sea.

In 1910 Terre Haute women, wearers of the hobble skirts and otherwise, were complaining of the high running boards and steep steps on the street cars of the local lines. One of them, who said she did not wear the hobble, voiced her complaint to The Tribune in a statement that was deserving of attention from the big-service corporation that controlled the transit lines. She said:

"If Terre Haute women are not as modest as they should be, it is not their fault. The impossibility of climbing into a street car with a step higher than most men can make gracefully is not conducive to modesty. It is a question of torn dresses, bruised shins and possibly worse injury, or the exhibition of stockings and sometimes garters. The latter alternative may appeal to some as being of no consequence, but it is the least of two evils and no woman can be blamed for accepting it."

The editor agreed that there was no reason why Terre Haute women should not successfully negotiate the steps even though it was high and skirts were bothersome, but if the women did not desire to make spectacles of themselves for the enjoyment of the street loafer they should not be compelled to do so.



DOROTHY J. CLARK

The editor stated that there are probably a dozen different styles of cars in operation in Terre Haute. These types have all been tried out for a long enough period to present their advantages and disadvantages. It would seem that in the course of time the traction company would discover which design suited the needs of the city and would work to that end in the purchase of equipment."

"And in selecting cars that are serviceable the people who use them should be given a voice. No one can explain why it is necessary to place running boards three feet from the ground. No one can explain why, when more convenient cars are now in operation, it is necessary for the company to continually operate others that not only inconvenience but actually endanger passengers..."

A woman writer once told how "she had coped, as all who work at home must cope, with a day not given a shape by the necessity of leaving for work at a specified time, and then returning. It was the old question of freedom and time flapping about one." She warned the housewife, stick to it to accomplish anything worthwhile. She warned against wasting time and time wasting one.

This reminded me of the story told of Mrs. Sarah Cox, wife of John Cox, who was left alone with their small children in their cabin in the woods in southern Indiana while her husband traveled to Vincennes for a load of salt.

During his absence Indians in war paint came to the cabin. She fed them cake and other eatables and they left without harming anyone.

On another occasion while her husband was making a journey to Terre Haute on foot to secure some seed corn, she discovered, upon arising one morning, the foot prints of what appeared to be a huge bear plainly visible in the light sprinkling of snow that had fallen the night before.

Fearing the beast would return and attack her children while playing outside the cabin, she armed herself with a butcher knife and tracked the bear to his hiding place in a hollow log in the nearby woods.

Without a gun, she notified the neighbors and the bear was killed. Tradition goes no further, but it is believed she dressed a portion of the meat as food for herself and children, reserving a choice steak for her husband when he returned from his long and tedious journey.

Now there's a woman who knew how to cope! Wonder what she would think of present-day "women's lib"? I'm of two minds about the new movement and try to keep both of them open and unprejudiced. As we get older we can't help feeling the old ways were the best. Gone are the eras of mercy

and knack.
Of swatting and killing a fly with one whack.
Today, in our frenzy for progress, we try
To be scientific in making them die.
We squirt one with juice from a bottle of goo
That costs us well over a dollar or two.
They focus cold eyes on gyrations that he
Must go thru to enter eternity;
And then, if we feel he is not going fast,
We give him another good 50 cent blast.
My sensitive soul cries out at the crime
Of wasting his energies, our dough and time;
For I can remember those days in the past
When a good nickel swatter whole seasons would last.
And he, who would try, could kill flies by the lots
With one single, cheap, merciful dead-at-first swat.

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TERRE HAUTE, INDIANA

Clark, Dorothy

Lt. Scott First Vigo Co. Civil War Volunteer

Comm. Ts MAY 20 1973
 "airs File

History (H.A.) - Civil War

By DOROTHY J. CLARK

In this competitive world in which we live, being first has always been very desirable and newsworthy. When the question arose in 1890 as to exactly who was the first Vigo County man to volunteer in the Civil War, George A. Bettcher, North Liberty, Ind., offered the following information:

"Before and at the beginning of the Civil War, I was a member of an independent military company called the Fort Harrison Guard of Terre Haute. Some time after the Star of the West was fired upon, and before Fort Sumpter was bombarded, the captain of the Fort Harrison Guard, Ogden C. Wood, called a meeting of the company. When the company had assembled at their armory on this call, the captain stated that the object of the meeting was to take a vote on offering Governor Lane our services should a call be made for troops. After forming the company in two ranks, Captain Wood said, 'all in favor of offering Gov. Lane our services should the president call for troops step two paces to the front.' Every man present except one promptly stepped to the front. The one voting in the negative was Mr. Butler Krumbhaar. Capt. Wood said, 'Mr. Krumbhaar, why do you vote in the negative?' Mr. Krumbhaar, raising his right hand, answered, 'for the simple reason why, sir, that if war was declared between the North and the South, I go with the South.'

"This answer caused quite a breeze of excitement in the ranks of the company. Capt. Wood, pointing to the door, said, 'Go,' and Mr. Krumbhaar walked out of the armory. So the tender of our services was sent to the governor and as soon as a call was made for troops a dispatch was sent to the commanding officer of the company ordering us to Indianapolis.

"At the time the dispatch came, Capt. Wood was absent from the city, as was also Lieut. Hamill, I believe. Anyway the dispatch was brought to Lieut.

Frank C. Scott, who, with his brother, Samuel C. Scott, was then conducting a book bindery on Main street. It happened that William F. Hickman,



DOROTHY J. CLARK

Henry A. Hart and myself were at the bookbindery talking with the Scott brothers when the dispatch came to the office. Lieut. Frank C. Scott read it and then, seating himself at a table, drew up an enlistment paper and signed it. The rest of use who were present placed our names below his as follows: Samuel C. Scott, William P. Hickman, George A. Bettcher and Henry a Hart.

"After we had signed the paper, Lieut. Scott ordered one of us to get the martial band belonging to the company of the armory as quickly as possible. The rest of us went to the armory and opened it up, and in a little while there and the first war music in Terre Haute began.

"This was all done an hour or two before the Vigo County Guard, another independent military company, had got their armory opened. So, I think I am correct when I say that Captain Frank C. Scott, of the Eleventh Indiana Infantry, Zouave Regiment, who died in Louisiana in 1863, was the first boy to enlist in the War of the Rebellion from Vigo County.

"Our Company C, Eleventh Indiana, Zouaves, was in camp in Indianapolis before Capt. Jonathan Hager's company was recruited. There are those yet living who were members of the old Fort Harrison Guard who can substantiate this statement . . ."

Mr. Bettcher's letter to the local newspaper editor was in answer to an earlier item in the paper which stated: "Davidson Hunter, the first volunteer from Vigo County in the late war, is in the city. Mr. Hunter volunteered in Company F, Fourteenth Indiana Volunteers, under Capt. Jonathan Hager. Since the war he has been residing in Iowa. He is a single man and badly crippled, and is now on his way to the soldiers' home."

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Another item in the 1890 newspaper told of the first volunteer in the entire country of the Civil War, who was Dr. Charles F. Rand of Washington, D.C.

According to official war records, in less than 10 minutes after the call for troops by President Lincoln, April 15, 1861, for 75,000 men, the name of Charles F. Rand was enrolled as a soldier. Since there was no record of an earlier enlistment, that honor was given him by consent. He was also the first soldier to win the Congressional Medal of Honor for distinguished gallantry in action. This event occurred at Blackburn's Ford, Virginia, in less than three months after his enlistment. His command was ordered to retreat, and every man obeyed except young Rand, at the time but 18 years old. The rest of his battalion of 500 men was swept in disorder from the field, but Rand held his ground, despite the fact that the field was ploughed by shot and shell all about him. The enemy finally absolutely refused to fire at the boy standing bravely alone and firing at them as coolly as if he had a regiment at his back. Rand then crept across the field and a deep ravine and joined the command of Gen. A. H. Barnum, remaining with them until the end of the engagement.

The Congressional Medal of Honor was not instituted until a year later, and the first one struck off was presented to Rand for his distinguished gallantry on that memorable day at Blackburn's Ford. During the entire Civil War only 1,080 medals of honor were distributed among the Union troops for distinguished gallantry in action.

Dr. Rand's patriotism and gallantry were recognized by two governors of New York and by three presidents. He was twice personally honored by President Lincoln. He lies buried in the most beautiful part of Arlington Cemetery. According to the newspaper article, he was still living in 1907.

Scott family papers show that Samuel Crawford Scott enlisted as a sergeant in Capt. Jesse E. Hamill's Company C, Eleventh Indiana Volunteers, April 18, 1861. He was described as "born in Indiana in 1840, 6 ft. 2 in., light complexion, light eyes, light hair, and by occupation a painter." This document was signed by Lew Wallace, Colonel, Eleventh Indiana.

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TERRE HAUTE, INDIANA

Terre Haute's Mass Transit Problems of a Century Ago

TS MAY 02 1973 By DOROTHY J. CLARK

The first movement to provide transportation on Terre Haute streets began about 1865. Before this date such transportation had been provided by omnibuses owned by several of the local hotels.

There was no uniform system, and when a passenger stepped off the train at the old Union Depot at Tenth and Chestnut streets, he was at once besieged by the various runners, each shouting about the free transportation available to his particular hotel. The bewildered passenger, unfamiliar with the town and its hotel accommodations, was overwhelmed and in danger of either losing his baggage or being taken to a hotel not of his choice.

These horse or mule-drawn conveyances, known as "busses," offered free transportation to the Prairie House, Buntin House, Clark House, Stewart's Hotel, the White Hall Tavern, and a few other smaller hostelryes.

It became necessary for the railroad company, which owned and operated the station, to keep the runners off the station platform. Later they granted the right to use the station to a single operator who could serve all comers and deliver them to the hotel of their choosing.

The franchise was granted to the Terre Haute Street Railroad, and they were empowered to lay rail on which cars could be drawn by any sort of traction. However, only horse power was used.

The railway company laid rails in May, 1867, from the Depot west on Chestnut street to Eighth street where it turned south to Main street, and then ran west to First street.

With only two cars on the line, a turnoff where cars could pass each other was located in front of the Prairie House. These first cars seated about twenty passengers and the fare was five cents.

Mules or horses provided the motive power and were stabled on the west side of Eighth street about where the north end of the Rea Building is located. The rest of the area to the south was the exercise yard. The sidewalk at this point was slightly higher than the level of the yard, and in rainy weather a small lake of very dirty water with an unpleasant odor resulted.

The office of the company was in a small room just east of the main entrance to the hotel. There were about a dozen employees.

On Aug. 3, 1867, two brightly painted cars, with seats along the side, made the first run. These had been bought in New York by Judge Patterson, who was one of the organizers of the company, and two others arrived a little later. The first schedule called for two cars which left the two terminals at the same time and passed each other at the Prairie House, taking a half hour for a round trip.



DOROTHY J. CLARK

This schedule of 106 years ago compares favorably with that of modern day buses, because one could catch a car every 15 minutes. On some present day lines one must wait a half hour. The first service ran from 6 a.m. to 9 p.m., after which a single car provided transportation every half hour all night, which

Continued On Page 8, Col. 6.

again reflects on the present service. With the population in those days, this easily cared for the demand.

The first officers of the company were: president, William B. Tuell; treasurer, W. R. McKeen, and secretary, John T. Scott. The other stockholders were: Chauncey Rose, Alex McGregor, Judge Demas Deming, Thomas Dowling, J. H. Hager, John B. Seath, Preston Hussey and C. Y. Patterson.

These were all prominent

citizens. Mr. Tuell had been connected with the stage lines. Mr. McKeen was for many years a private banker, and Mr. Scott, who acted as attorney for the firm, was later justice of the Supreme Court of Indiana.

With the coming of the I. & St. Louis Railroad, which had absorbed the old T. H. & Alton Road, their passenger station was located at 6th and Tippecanoe and there was a demand that the street railway build to that new station. Lines were also extended to Locust St. and thence to Rose Polytechnic at 13th and Locust; with a branch running up 8th St. to Collett Park.

The E. Wabash line had been built from 8th St. to the ballpark, about 17th and Main, and in time extended east to Highland Lawn Cemetery.

In 1890 the entire system which included S. 3rd St. as far as the Tool Works was rebuilt as an electric line, and at 11th and Main a branch ran south of Poplar St. east to 13th and south to Crawford St., on the Nail Mill.

In a few years the line was built on 13th from Main to Poplar, and the Poplar and 11th St. lines abandoned. The N. 13th line was extended through Twelve Points to Collet Ave., and west to Harrison Park Casino, a large open vaudeville theater near Collett Park.

Another extension of the N.

13th line ran east to 25th and a branch ran north on 19th St. to Maple Ave. With the building of the power house at 9th and Cherry, and the opening of the new Union Station, that portion of the line between 8th and Main and the old station was abandoned and replaced by a line from 9th and Main to the new Union Station.

This was about the system in later years when the trolley line arrived, and the clang, clang, clang of the trolley was with us for many years.

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Foulkes Family Came to Terre Haute Century Ago

Community Affairs File

TS APR 29 1973 By DOROTHY J. CLARK

Clippings from an old family scrapbook helped piece together the story of the early Foulkes family and the important part they played in the development of Terre Haute.

John Foulkes was born May 10, 1837, in Brosley, Staffordshire, England in the heart of the great English manufacturing region. At the age of 15 he began working in the famous china factory of John Rose at Coalport, England.

Later he was employed at Bridge North with several of his brothers in the iron mills and became foreman of one of the large English steel plants.

In 1863 he came to America with his wife Louisa and two small sons, Arthur and George, aged two and one year. They traveled on the largest ship at that time, the "Great Eastern," and settled at Pittsburgh where John obtained employment in a large iron works. The Civil War was raging at this time and he helped to throw up the entrenchments of that city.

After a year they moved to Newcastle, Pa., for two years, and from there to Akron, Ohio where they lived for seven years.

In 1873 John Foulkes came to Terre Haute to make his home "in the city of beer and soot." He worked for A. J. Crawford at the old Wabash Iron Works for nine years, from 1874 to 1883, as a heater. Crawford was then piloting the north rolling mill through the early days of its existence.



DOROTHY J. CLARK

John Foulkes' wife Louisa died in 1876 leaving six children: Arthur E., George C., S. Louisa, Harvey S., Harry J., and Fred W.

The eldest son Arthur died in 1883 of typhoid fever at Hannibal, Mo., where he was paymaster for the Hannibal & Keokuk Railroad. This same year John Foulkes left the iron works to enter the real estate business.

According to local city directories, John and his family lived on the east side of Fifth street north of Elm when they first came to town. In 1877 they lived at 738 N. 4th and 16-year-old Arthur was a printer at the TERRE HAUTE JOURNAL. Next they moved to 720 N. 5th, 724 N. 5th, and 415 N. 3rd before settling in at 415 1/2 Ohio where John lived until 1904 when he built his home at 900 S. 17th.

Office on Ohio

John Foulkes was a rental and collecting agent first. In 1885 he was listed as "real estate, loan, rental and collecting agent," with his office at 329 1/2 Ohio. Two years later he had taken a partner, Thomas F. Donham, and the firm Foulkes & Donham was located at 411 Ohio.

In 1890 Foulkes, Dahlen & Greiner, rental and collecting agents, were located at 511 Ohio. His partners were Richard Dahlen and William H. Greiner. Foulkes & Dahlen were also insurance agents.

Four years later John and his son Frederick William were handling all the business at 511 Ohio. In 1896 John Foulkes and Joseph Elder were partners, but this partnership only lasted two years. From 1901 until his death, John operated his business office alone.

John Foulkes died Nov. 18, 1913, aged 76 years, from the results of head injuries received in an accident while driving in his buggy which was hit by an auto.

Survived by his second wife Emma and five children, John Foulkes left an estimated \$50,000 estate, mainly real estate holdings such as the valuable Union Block on Ohio St. west of St. Joseph's Church. The estate also included 22 pieces of property including his residence, apartment buildings and business buildings.

The careers of the children of John Foulkes were as varied as their father's, but always steadily more successful with the passing years. Miss Sarah Louise stayed at home and kept house for the family through 1887 when her name dropped from the city directory. In 1898 she was living in Denver, Colo., and at the time of her father's death she was living in Seattle, Wash.

Harvey E. Foulkes started out as a clerk in 1883 for James Nichols, "grocer, fresh and cured meats, hay and feed," at 400-402 S. 1st. Nichols also manufactured flour barrels at 311 S. 2nd St.

The next year Harvey was a clerk at Gullick & Co., drugs, paints, oil and glass at 330 Main, where he stayed until 1894 when he opened his own drug store at 401 N. 4th St. At the time of his father's death he was in the Coca-Cola business at Wilmington, Del.

Frederick William Foulkes began his working days as an insurance solicitor for his father in 1894 and moved on to Chicago with the Phoenix Insurance Co. He was in Billings, Mont., when his father died in 1913.

Other Sons' Careers

John Harry Foulkes (or Harry J.) started working as a clerk at the Foulkes & Morris grocery store, 417 Ohio in 1885. In 1890 he was hired as a clerk by William M. Schluer, hats, caps and men's furnishings, 619 Wabash. The next year the firm became Schluer & Foulkes until 1901 when the firm became Foulkes Bros. at 631 Wabash. He married Caroline Preston in 1898.

George Clark Foulkes began his working career in 1880 as a laborer at the Wabash Iron Works with his father. The next year he became a clerk for Hertfelter & Wurster learning the grocery business. In 1885, with Jeff D. Morris, Foulkes & Morris Grocers opened at 417 Ohio. About the turn of the century, Morris opened a grocery in the Deming Block and George C., with his brother Harry J., opened Foulkes Bros., Hats, caps, Men's Furnishings & Merchant Tailors.

George also formed a partnership with Grant Forbes in 1904 and the Foulkes, Forbes Co. "Paving contractors and concrete works" began operations. He also opened his own real estate and loan office, all at the same address, 631 Wabash.

In 1910 the Foulkes Contracting Co. with George C. as president and treasurer: Emory Bard, secretary, paving contracting and sewer work, located offices at 513 Terre Haute Trust Bldg. In 1915 they moved to 705 Ohio.

In 1907 the Foulkes' oil well on N. 9th St. between Cherry and Mulberry was steadily producing 25 barrels a day. Costing \$7,000 to drill, this well was 1,625 ft. deep. Terre Haute's last oil well, it was torn down in April, 1930.

In 1909 the Terre Haute Pure Milk Co. opened for business. Its president was George C. Foulkes. In 1912 the old Roberts Hotel at Seventh and Ohio changed its name to the Commercial Hotel. It was owned by George C. Foulkes.

He took over the management of his father's estate and in 1927 owned 74 pieces of property, mostly business buildings.

Active in all phases of community life, George C. Foulkes served on the Board of Cemetery Regents under Mayor McMillan.

In 1936 his company built the viaduct east of Terre Haute at Glenn. Earlier he built the 90 modern bungalows in the Connery Subdivision opposite the Grasselli Plant when it was new in World War I days. This is now known as Spelterville.

Born in England in 1862, Mr. Foulkes became a United States citizen in 1943, when he was 81 years old. He lived to enjoy his citizenship for several more years.

George C. Foulkes married Miss Clara L. Fisbeck in 1887. Their son George C., Jr. married Marie E. Monninger, daughter of Albert R. and Lena (Dressler) Monninger. Another son Arthur was killed in the air crash with Bernard "Doc" Allen at Dresser Field, Aug. 10, 1930. Arthur Foulkes left a five-year-old son, George Arthur Foulkes, local radio and television station owner, who is following in the footsteps of his grandfather George C. and his great-grandfather John in promoting the development and betterment of Terre Haute.

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Coming of Electricity

Brought Many Changes

Community Affairs File

Clark, Dorothy

Ts APR 22 1973

By DOROTHY J. CLARK

Exactly when the first electricity came to Terre Haute has been difficult to pin down. The physics department at the old Normal School had demonstrated static electricity, magnetism, and condenser discharges, but the present day units of voltage, of amperage, and of capacity were still little known.

When the Terre Haute & Alton Railroad was first projected, a telegraph line was strung along that route. At that time, about 1850, there was a line coming into Terre Haute from Indianapolis and a line from there to Cincinnati which gave us communication to the Ohio River points. With the completion of our St. Louis outlet, Cincinnati could deal with New Orleans direct.

In 1852 the local newspapers reported that the Alton line failed to operate until the entire line was taken down and the joints soldered. It would seem, then, that our first work-a-day electrician was a telegraph lineman.

By 1871 the Vandalia line had its telegraph system in operation to St. Louis and we had in Terre Haute two men who knew a great deal about electricity in its working clothes. They were Frank Sweeney and his assistant Archie Taylor.

Sweeney was the inventor of a selective step by step automatic calling device by which he could select any station on the line by simply locating the contact point on his instrument and start a little spring operator motor which called that station until it responded. Sweeney was still active in the service of the railroad until the early Eighties.



DOROTHY J. CLARK

Archie Taylor was one of the first men to install a new telephone in Terre Haute. Nothing more has been learned of his later activities.

In the early part of 1885 an electric light and power company took over the brick building at the intersection of Sixth and One-half street and the Vandalia Railroad which had been built for a boom concern, the Bramble Lock Company, which had faded out of the picture as a Terre Haute industry.

Known as the United States Electric Light and Power Company, it soon changed its name to the Terre Haute Electric Light and Power Company. The organizers included A. J. Crawford, a prominent industrialist concerned with many Terre Haute commercial enterprises; J. P. Crawford, a brother of A. J. Crawford; R. S. Tennant, who was active in the development of our coal fields; Edwin Ellis, the son of George W. Ellis who in 1854 began operation of the Wabash Woolen Mills on First

street south of Ohio, was the superintendent and manager of the light and power company throughout its entire life; S. McKeen, who was the brother of W. R. McKeen; Herman Hulman, who was active in the organization of many Terre Haute industries; and R. Geddes, of the firm Havens and Geddes, at Fifth and Wabash. Another organizer of this company was George J. Hammerstein, owner of a china and glass store on the south side of Wabash a few doors east of Third street. He, too, was connected with the company throughout its existence.

The Terre Haute Electric Light and Power Company leased from the Terre Haute and Illinois Railroad for 15 years on Sept. 12, 1885, all of Lot 14 in Ogden Place lying south of a line parallel with and twenty feet south of the railroad's main track and the building on the grounds.

Here they installed a series of arc lighting whose first lamp was near the Union Station at Tenth and Chestnut. From that point other units were established and many business houses along Wabash Avenue as far as Third street were served by this line which continued on its way back to the station. The following year the company contracted with the city to provide electric street lighting instead of gas. The contract provided for a moonlight schedule which operated only during the dark of the moon. For about two weeks it only was lighted before the moon rose in the late evening or was turned off as the moon waned in the early morning hours.

Heavy copper wiring was used on all the street corner lamp posts, and when the system was abandoned, the receiver inventoried approximately 190 tons of copper in the system.

It was necessary to replace the carbons after a night of use in the old arc lamps. The late attorney, George A. Scott, was employed as the first lamp trimmer. These lamps were suspended at the intersection of the downtown streets by means of a long crane-like mast which was balanced on the corner by a pole which supported a shorter extension of this device and a heavy weight hanging over the sidewalk. This mast was operated by a rod connected to a lever near ground level which when in the downward position elevated the lamp to the proper height. To gain access to the lamp the lower end of the lever was released from its lock and its upward position had lowered the lamp almost to street level where the trimmer could change the carbon.

Soon after the street lighting went into operation the company installed direct current machinery which generated current at a more or less constant voltage. This system was extended from Ninth and One-half to Second street with a pair of very heavy conductors which were fed from both ends of this district, and additional feeders, one of which came up to Eighth street, thence to Chestnut and diagonally across Chestnut to the alley east of Seventh street. This alley was open at that time to Wabash. Another feeder line

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TERRE HAUTE, INDIANA

came up Fifth street to reach the main trunk line. As there were no meters in those days, service was supplied to consumers on a monthly charge of \$1.25 for what was called a 16 candlepower carbon lamp. Before the advent of incandescent light, many consumers used arc lamps in their interior store rooms. Service to these buildings was furnished through a double pole switch of crude design on the outside of the building and when this was thrown service continued to the building. In reverse position, service was cut off from the building without interruption to the other consumers on the line.

The heaviest feeder line was the one coming up Eighth street which had at the time of its highest operation six cross-arms each carrying six heavy copper wires, three positive on one side and three negative on the other. A heavy iron wire was carried on the station and connected to a volt meter so that the voltage at each of the junctions would be determined.

Door Bell Ushers in First City Electricity

APR 15 1973

Clark, Dorothy

By DOROTHY J. CLARK

APR 15 1973

A century ago in Terre Haute there was no telephone, no electric light, no artificial refrigeration, no air conditioning, no radio, no television, none of the many comforts we find so necessary today.

In the Eighties and Nineties, contractors found there were no rules of fire underwriters, no inspection of any kind as to the quality of the work or the material involved. No house in all of Terre Haute was wired for electric lights and the only household appliance of an electric nature was an electric door bell with its push-button battery and wire.

The wire consisted of two wrappings of cotton fibre held in place by paraffin impregnation which did not entirely prevent its fraying out when in use. There were no dry batteries and the one in most common use was the Leclanch which contained in the glass jar a porous clay jar which in turn was filled with an oxygen crystal and a bar of carbon which formed one pole of the circuit and in a solution of sal ammoniac in which stood a small bar of zinc which formed the other pole.

The current generated by this battery would, upon pressure of the button, complete the circuit to the bell and would sound the signal. In time the zinc bar would be consumed and no current would be generated. Under ordinary circumstances an electrician would empty the solution and refill the jar with new and fresh ammoniac. After substituting a new zinc, the outfit was ready and fresh.

While gas lighting was used in Terre Haute, there were only two houses equipped with electrical devices to turn the lights off and on. A series of batteries and a spark coil caused a small step by step device to turn on the gas while across the tip of the burner a shower of sparks ignited it.

In the D. W. Marshall house on Cherry street, on the site of the present ISU Alumni Center, there were two buttons, one which caused the



DOROTHY J.
CLARK

lighting of the gas, while the other extinguished it.

At the Joseph Strong residence at the northeast corner of Sixth and Oak, there was one button which controlled the gas lighting. Alternate pushes of the button would light or extinguish the gas light.

There were a few other houses which did not have the automatic feature but were equipped with a wire near the opening in the gas tip and another wire when operated by the key or the chain rubbed across the other wire and ignited the gas as it was turned on. An interesting feature of this system was a small ball which hung from the fixture. It was coated with phosphorous paint which glowed in the dark and enabled one to find this chain in the dark.

These two methods of sounding a bell and lighting gas were at that time the only uses of electricity here.

By 1890 when the street lights were electric arc lamps and the incandescent light was in use in many store rooms, there was no house in all of Terre Haute which was electrically lighted and the wiring concealed.

In the case of the few residences which used electric lighting, the wires were strung across the ceiling and supported by wooden cleats.

In 1892 when Lewis B. Martin erected his new house on Eagle street where the Student Union Building now stands, the wiring was concealed under the floor or back of the plaster. The only visible signs of wiring were porcelain blocks containing three branch circuits for the first floor and the three for the second floor were at the rear of the main halls. From these six blocks ran a pair of feeder wires which terminated on the outside of the house.

Since no one trusted the source of the energy for continuous use, the house was equipped with combination gas and electrical fixtures. At the point of supply to these fixtures was inserted a so-called horseshoe cutout consisting of a "u" shaped porcelain block which supported

a fuse for each wire. When the Martin house was demolished for the erection of college buildings, it was determined that a fuse had never blown during all those years.

The old Terre Haute House contained its own lighting plant consisting of two belt-driven generators which supplied the current to operate the hotel. These were connected to a switchboard dividing the hotel into many circuits but at the foot of the switchboard was a double pole, double throw switch by which current could be drawn from either source of supply. The generators of the electric company service ran through the alley.

In 1892 the hotel had three stories facing Seventh street and four stories which faced Wabash. During the summer contracts were let for additional stories; two more on Seventh and one to Wabash were to be built to make it a full five story building. In addition to this there was a large room on the Wabash avenue side which could be reached from the hall below. This furnished a card room for the pleasure of the guests or others who liked a whirl at the cards.

The general contractor was named Cornell. He had had some previous experience as a builder. The architect was W. H. Floyd. Former historical writer, A. R. Markle, was the electrician on this remodeling job and collected over \$1,200 for the job. Markle collected an even larger sum for the wiring work on the Filbeck Hotel in 1894.

Other early electrical contractors here were Frank Miller who worked for D. W. Watson, plumbing and gas fitting, and Moore and Jenkins. Miller was a graduate of Kansas University, but there was little need for an electrical engineer in Terre Haute. He did some wiring in commercial and industrial plants as well as in a few residences.

Robert Moore, of Moore and Jenkins, did their first job in the house of J. M. Bigwood at the southwest corner of Fifth and Park streets.

The old electric company was threatened by the competition of the new company operated by Russell Harrison. They operated with a fifty-two volt secondary which required for each lamp about one ampere each and in consequence six circuits were provided to supply a house with not more than six lamps on the circuit. This was far in advance of any rules of the company or of the fire underwriters or of even inspection by the city.

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